Hongsong Weekly





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DIRECTORY & CHRONICLA FOR 1908.

Orders may be sent to the Hongkong Daily Press Office and to the Local Booksellers

就六十百六千五萬一第

日八初月四年四十三屆光

HUNGHUNG, THURSDAY, MAY 7TH. 1908.

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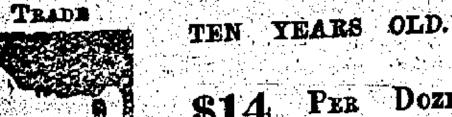
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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have

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. BIRTHS. On May 4th, at Tyrella Rectory, Co Down, the wife of L A. M. JOHNSTUN, of a daughter (still-- On May 1st, at Shanghai, the wife of J. H

- MARRIAGE. On May 1st, at Shanghai, Donorny Widles to W. A. ROBERTS.

On April 9th, on board the steamer Vorwaerts, between Penang and Madras, Gerhand Hugo THEODOR WILLKOMM, son of Mr. and Mrs. E. Willkomm of hanghai, aged 2 years. On April 30th, at Shanghai, of heart failure, RAHABIM MOSHE BENJAMIN of the Shanghai Mutual Telephone Office, aged 24 years.

daughter of Alexander Nichol, I.M.C. Hongkong Office: 10A, DES VEOX ROAD C LONION OFFICE: 13). FLEET STREET. E.C.

On April 30th, at Shanghai, ELIZABETH, infant



HOVERONS, MAY 7TH, 1908 A VISIT to Chinking and Nanking by the newly opened railway cannot fail to indicated how powerful-is the reactionary movement at present sweeping over the Empire, and how helpless in the struggleare momentari the causes making for good. The railway itsel!, constructed to be the main highway of China, and to link up with the great South, was in the beginning laid out on an ample scale; the line has been formed to take a double line of rails, the rails are of full weight, the bridges and abutments we!l designed and solidly built, and ample space provided for future stations and goods stores in view of future developments. With a similar object the locomotives and rolling stock are of the best. The engines, with a view to economy in the long run, are beavy, and ample space has been given for access than is the custom in Europe; while first officially arriving at the real position of the and second classes are well upholstered, and receipts, the Syndicate is at a manifest of War.

prevent future trouble, to increase the height and width of the londing gauges, so that the errors which have already cost the result is that the Shanghai-Nanking railway the world. The capital, it may be remembered, has been found by an English syndicate and in view of the prospects of theline in the present, and its capacity for future extension, there is no doubt that it has done the best, not only for its contribuline at the start. Unfortunately the view taken by the reactionary party, who, next to having no railway at all, would much prefer that it should be inefficient in every way, conflicts with that of the projectors on all these points; and as one of its leaders; the incapable and irreconcilable Shang Kungpao, is at the moment in high favour at Peking, it may readily be conceived that no stone is left unturned to hamper the new enterprise. We lately referred to the suicidal step sanctioned by Peking of inflicting on the line the curse of likin; the effects of this insane policy are already being heavily felt. Notwithstanding the competition of the waterways alongside, the superior facilities offered by the railway were WATER already beginning to attract goods traffic to

the line, and consequent on this the passenger record was rapidly growing. Already the goods traffic is a thing of the past, no one daring in the face of the uncertain, and unascertainable tariff, as well as of the unfriendliness of many of the. local officials, to venture on sending their goods; while it is evident that pressure of some sort is being made use of to hinder the passenger traffic. It is at least noteworthy that the trains of passenger boats between Shanghai and the other towns served by the railway, so far from falling opening of the line, are actually within the I st few months increasing both in number and size, while the railway receipts from likin officials about the stations on the line, in contemplation to form an extensive jetty at Chinkiang, and to establish a line of steamers across the River to the mouth of the Imperial Canal, only a few miles off. Under the new influence all these projects have been countermanded. The opening of such facilities would undoubtedly attract for the line the greater part of the enormous traffic now passing down the Canal from T'ging Kiang Pu, but in view of the obstructions actually placed in the way of traffic, as a fact, there is practically no goods traffic whatever from Chinkiang, not withstanding its commanding position opposite the Imperial Grain Canal.

the folly of the present system is selfevident. The Central Government has agreed to pay annually interest on the of the land. capital advanced by the syndicate for the construction of the line, and naturally under the circumstances has every interest in -advancing-the-prosperity of the line. Tois view of the case is as plain to a Chinese officer as to the European financier, and s absurd to attribute its action in any way to ignorance. It is certain, seeing the unprofitable nature of the line as at present worked, that the Syndicate will not be disposed to abate in any manuer its annual claims, so that in all probability Peking will have to find the difference due to its own fally. Of course following the usual Chinese practice, no accounts are published of troffic receipts, nor is there any means of arriving at statistics. The Syndicate of cours? kept the construction accounts, and have regularly rendered them; but there does not seem to exist any system of checking on benorth and south artery from Peking to the half of the syndicate the accounts of the revenue collected. That is accounted for only to the Chinese directorate, and is not subject. to control by the English syndicate. Under the circumstances advantage has been taken by the reactionaries, conspicuous amongst whom is SHENG KUNGPAO, to misrepresent the affair at Peking. We have stated the reason why the line has been an expensive one, and Sheng has lest no opportunity of enlarging on this, and pretending that it is to the machinery; to suit the climate, the to this that the failure of the line to pay carriages have been given greater height interest is due. As they have no means of

well mounted on strong bogie frames. It disadvantage. Meanwhile the line has was thought wiser at first, in order to already commenced to deteriorate, the rolling stock is not kept up to the same standard as formerly; the third class carriages are rapidly arriving at the normal state British railways many millions sterling of all conveyances in China, the corridors of should not be repeated in China, and the the carriages are getting out-at-elbows; the platforms are, with the partial exception of starts as one of the best equipped lines in Soochow, all exposed to the weather, and the works commenced for these improvements have practically been stopped. Chinkinng, the most promising station on the line, is open but is a long way from the city, and no attempts to make roads are being made, and the intended jetty a matter of tors, but for China, in thus equipping the necessity for the development of the line is postponed indefinitely. Worse than all this the Chinese system of doing everything by deputy has already taken root. The appointees to the various posts prefer to take their salaries without doing the work, and sublet their tasks to substitutes at lower wages, so that insubordination and rudeness is gradually taking the place of the management commenced by the Syndicate. No one, in fact knows to whom he is responsible. and the directors find their employees have so many intermediate masters that supervision is becoming impossible. This is already the condition, a few months after the final opening to Nanking; we may easily foresee

what, under the rule of the reactionaries,

when the system has got into full swing.

A curious instance of the sort of railway beloved of the Chinese Government is competing with the British syndicate for the construction of the proposed line to Ningpo. At the beginning of last year it may be lo-day. remembered the Shanghui Taotai cut in regular form the first sod of a purely Chinese railway from Shanghai to Kiahing, Peking, published a telegram from its Shanghai an important city in the Chebkiang province, and which was to be a lesson to the foreigner as to what Young China could do. A few weeks ago its opening to Sungkiang, about twenty miles from Shanghai was anaquiced. Before the first weak was over off; as was naturally expected after the it was already the scene of an accident only prevented from being serious by the fact that there were no passengers. The line is unballasted for the most part, that passenger traffic are, to all appearance, fal- | being of course a useless expense; the ling off. As the railway administration train when it goes at all dare not proceed under the influence of old Chinese official at a rate of over ten miles an hour, that practices, refuses to publish the tables of being the official limit; it possesses a single receipts universal elsewhere throughout the engine, an old fashioned American one, and Victorys and Governors, have been advised to world, it is, of course, impossible to speak four cattle trucks and a goods waggon by from certain knowledge of these things, but | way of passenger vehicles. Such are railthere is little doubt that coincident with the | ways à la mode in modern China under the enforcement of likin, and the presence of management of Sheng Kungran and his | reactionary friends; and this is the system the traffic has been paralysed. It had been that has found western financiers willing to ndvance their money on without guarantee of any sort that the work is to be properly constructed, or that the railway be not permitted to at once fall into ruin; ia addition to truffic being made impossible by the levy of likin and other taxes on merchandise in transit, fixed according to the caprice of local officials who have paid in advance for their posts on the understanding that they shall be permitted to charge at discretion. We do not dony that the unfortunately it is the Reactionary arty who at present rule the land, and till China awake, or be awakened to the necessity of Seen even from a Chinese point of view return to wiser councils. Railways are but an example, if such were needed, of the present misrule which is reviving the vitals

> The Japan Spinners' Association issued statement which was in substance as follows :-The reports in some papers that the prize ticket scheme ha been abandoned are entirely unfounded. The Association has no idea of giving up the system and it has not received any warning from the Government. The first allotment of prizes will be commenced at the end o April, when the first issue of tickets will close. The second issue will begin in May on the same

A Chinamanen tered a pawnbroker sestablish. ment at Shauki wan on Tuesday and presented what he described as a gold bangle. The pawnbroker accepted his statement and gave him \$35 on the bangle which he subsequently discovered had only a veneer of gold and was filled with lead. The police were informed of the fraud and they found the man in the street. Brought before Mir. Kemp at the Magistracy yesterday he was sentenced to two months imprisonment for false pretences.

According to the "Sinweapao" a patrol of the Imperial Guards, whilst making their rounds in the vicinity of Eho Park Palace the other day, a rested two soldiers, belonging to the Foreign legation guards in Peling who had been caught maltreating a young girl, the daughter of a farmer named Fei, who lives at the foot of Wanshou hill, just outside Eho Park, It appears that the victim resisted the attack. whereupon the soldiers stabbed her in the side and, upon the alarm being raised and a gendarme appearing, he also was wounded by the foreign soldiers. Fortunately a patrol of Imperial Guards came up and arrested the men whom they handed over to an officer at the Ministry

The Nagazaki and Yokohama (Japanese) Chambers of Commerce have been considering measures to be taken which regard to the boye oft

movement in China. As the agitation still shows a tendency to spread, the Chambers of Commerce in Tokyo, Osaka, Yokohama, Kobe, Kyoto, and Nagasaki are reported to have now agreed to hold a conference shortly to consider. the course to be taken.

A France-Chinese University is to be erected within a few weeks at Hanoi. The French Government hopes by the aid of this institution to raise the standard of education in China, or at least in the south of China, since it will incur far less expense to study at Hanoi than to visit any of the Japanese universities, not to mention those of Europe or America. The Indo-Chinese authorities have asked the Governor-General of Canton to inform all the schools in the Kwang province of the establishment of the University

Two European firms of jewellers have been vic'imised by a Chinaman whose dodge was, to to say the least, very ingenious. He visited Mesers Falconer's on Saturday and apparently noted the location of some diamond rings. He returned to the shop on Monday and asked to examine the rings. He inspected them but did not purchase. After he had left the shop it was Mr Jedmor's Sokol 155 lbs ... (Mr Moller) discovered that imitation diamond rings had taken the place of the genuiue ones. The police were at once apprised of the occurrence und the assistant accompanied a detective to the wharf of the Canton steamers. the main line of China is likely to-become stroke of luck they discovered the man coming on board wearing one of the rings, and he was promptly arrested and taken to the Police Station where it was discovered that he had committed a similar fraud on Sannat Frères He will be brought before the Migistrate

> A couple of weeks ago, the Tatung Pao, of Correspondent to the effect that the Chinese merchants there were holding meetings secretly. The object was to retaliate upon foreigners for the disuse of Chinese bank-notes in payment of Mu sicipal taxes etc. within the limit of the International settlement; now it is reported in the local native journals that the Tuchibpu (Ministry of Finance) has telegraphed to the Viceroys and Givernors of the various Provinces stating that the cause which led to unusual tightness of the money market in every part of China is attributable partly to the use of bink notes in the interior of the Provinces; and as the circulation of foreign notes concerns the figureial position of China, some means mu b be provided to check it. Thus the depresate the use of foreign bank-notes outside the limits of the foreign Concessions at the various Treaty Ports.

Some serio-comic exploits of bandi's and Mr Toeg's Stirrup Cup 161 lbs (Mr H wes) hold-up men in America have been amusing | Messra Cejaye and Bluenose's Gim, Unick all but the actual sufferers. An Oklahama bunk was recently hald up by three clayer highwaymen, who looted it thoroughly. Naturally a posses went out in pursuit, they located the robbirs' tracks without much difficulty and, taking it for granted that they were far shead rode without any precautions towards concealment. Their consternation was great when suddenly rounding a steep embankment they came upon the highwayman each with a rifls in position. Two of the police were behind their compinions and so great was their shock that country at large is realy for reform, they immediately put spurs to their horses and gallopped off. Their three companions were too near to dinger to venture such a move and obediently flung up their hands. While two of the bindits stood on guard the third disarmed moving, there seems little hope for her those who had comi in paranit. The end of the little drama was that three crestfallen men returned to city minus weapons and horsesthe robbers had required extra steeds.

> An American captain named Knight came\_ before Mr. Wood at the Magistracy yesterday to answer three charges. He was accused of assaulting three bar boys in the Hongkong Hotel, damaging property to the extent of \$2 and disorderly conduct. It was said that defendant was leaving the Hotel bar with three friends on Tu sday night and jostled the coolie at the door who ran back to the bar, followed by the defendant who struck one of the boys who interfered and afterwards hit the cashier at his deak. He picked up a soda water bottle to strike a boy but was restrained by his friends and he then picked up a spittoon and smashed it on a table. Inspector Warnock said the have fallen to 853, Indian 32 per cent. loan because his o'arge against a boy whom he could | fully recognised. not identify was not taken first. He persisted in saying that one of the boys had biften his thumb: He was liberated on bail of \$50. Defendant stated that one of the boys rushed him as he was leaving the bar, and when he protested the No. 1 boy struck across the bar at him. Le picked up a soda water bottle but his friends took the bottle out of his hands. his hand rested on the bar the boy bit his thumb He recognised the boy who struck him by the mark of the blow on his face which he gave him in return. Defendant was fined \$10 on the first charge, ordered to pay \$2 compensation and cautioned on the third.

LEGISLATIVE COUNCIL.

Sir Henry Berkeley has, we understand, been appointed to fill one of the vacancies on the Legislative Council.

["DAILY PRES" DICLUSIVE SERVICE]. JAPAN AND AMERICA.

Tokyo, 6th May. Japan has concluded an arbitration

treaty with the United States. SHANGHAI SPRING MEETING.

SHANGHAI, May 6th.

The third day's racing was very successful. The Championship race proved most exciting. Moriak won to its enactment. by two lengths from Brockton—and put up the excellent time of 2m. 34, breaking the record. Manchu King existed as enacted by Ordinance No. 15 of 1889. was a length behind Brockton. The GREAT NORTHERN PLATE, seven fur-

Messre, Hunter and Robson's Ravenshoe 152 lbs (Mr Burkill) Mr Toeg's Stirrup Cup 161 lbs (Mr Hayes) 2 Messrs, Cejaye and Bluenose's Game Chick 152 lbs (Mr Moller) 3

Time. 1m. 47.9/5s. The RUBICON PLATE, one mile and ... (Mr Hayes) Mr Toog's Sutlei 158 lbs .. Mr R. MacGregor's Best Friend 155 lbs. ... (Mr Johnstone)

Time. 2m, 29-3/5 secs. The SHANTUNG STAKES, one mile:-Mosers Nephew and Robson's Giesler 1521ba (Mr Burkill) 1 ... (Mr Moller) 2 Mr Jedmor's Kirghiz. ...

The Four Star's Cloud, 155 lbs ... (Mr Springfield) Tim . 2m. 5-4/5 sees. The PARI-MUTUEL, one mile and a half : -Messrs. Hunter and Robson's Superb 151 lbs (Mr Moller)

Mr Marshall's Codar Tree 151 lbs (Mr V.da) Mr Marins's Arganto 155 lbs (Mr Meyerink) Time. 3m. 12-1/5. The RACING STAKES one mile: — Mr John Peel's Kirkwood 157 1bs

(Mr Johnston) Mr Halse's Lanagan, 153 lbs (Mr Moller) Mr Tong's Pearl, 15 J lbs (Mr. Hayes)

\* Dead heat. Time. 2m. 04 3/5. The YANGISZE CUP, lone mile and three Mr Ballnus' Sigittarius 158 lbs ... ...

(Mr Schnorr) Mr Ring's Amaza 155 lbs (Mr Meyerink) Mr Fash's Marbles, 161 lbs (Mr. Alderton) Time. 3m. 44. The MANCHU STAKES, one mile and

Mr. Tueg's Spree 158 lbs (Mr Hayes) Mr A. Michie's Maremma 158 lbs (Mr Alderton) Mr R. MacGregor's Frosty Morn 155 lbs ... (Mr Reid) 3

Time, 2m. 35 2/5. This constitutes a record, the fastest time recorded before being 2m. 35-3/5. The CONSOLATION CUP, one mile and a

Mr Marshall's Mirtle Tree 155 lbs ....

Time. 2m. 33. The CHAMPION SWEEPSTAKES, one mile and a quarter :— Mr Barley's Moriak 155 lbs ... (Mr Vida) Mr Beverley's Brockton 155 lbs (Mr Reid) Mr John Poel's Mancha King 161 tbs ...

(Mr Johnstone) Time. 2m. 34 sec. This is 1-3/5 secs. less than the previous record.---The NIL DESPERANDUM CUP, seven fur-

Mr John Peel's Kirkburn 152 lbs...... (Mr Johnstone)

Messrs Bingham and Audersen's Khaki 158 (Mr Gresson) Oregon Sables Cumtur 149 lbs (Mr Vida Time. 1m, 50-2/5.

"- | REUTER'S SERVICE ]

THE BOMB OUTRAGE IN BENGAL.

LONDON, May 4th.

Two of the Muzufferpore bomb throwers have been arrested, and one of them has since committed suicide.

The police in Calcutta have raided two places, and discovered large quantities of explosives and half fille! bomb; thirty arrests have been made.

INDIAN FRONTIER TROUBLES.

LONDON, May 4th.

From 13,000 to 20,000 Afghans have crossed the border, the bulk of them taking the direction of Lundi Kotal, where they reaves for England. It is not expected that attacked a block house, and were repulsed. Upon the Indian frontier news, Consols defendant was brought to the station on the 981, and the Indian 3 per cent loan to 891. charges mentioned and he became indiguent The gravity of the latest developments is

> THE ASSASSINATION OF SIR COLIN CAMPBELL SCOTT. MONCRIEFF.

LONDON, May 4th. The local-Shicki murdered Sir Coling Campbell Scott-Monerieff, and proclaiming himself a prophet, collected 150 Dervishes and attacked the force under Governor Dickenson which was on the way to restore order. The Shiekh was beaten off, and 35 Dervishes killed. Two Egyptian officers were killed, and Governor Dickenson and Major Logan wounded.

PROPOSED MONUMENT TO THE LATE SIR HENRY CAMPBELL. BANNERMAN.

LONDON, May 4th. Mr. Asquith will move on the 18th inst. that a monument to the late Sir Henry Campbell-Bannerman be erected in Westminster Abbey.

#### CORRESPONDENCE.

NEW PUBLIC HEALTH AND BUILDINGS BILL.

TO THE EDITOR OF THE "DAILY PRESS."]

.. Hongkong, 6th May 1908. Sin, The suggestion made by Hon. Mr. Pollock, K.C., during the debate on the second reading of the Bill now before the Legislative Council that a provise be added enabling parties dissatisfied with the rulings of the Building Authority or Sanitary Board to have recourse by a simple mode of procedure to the Supreme Court is one of so just a nature and would I believe be so acceptable to the Community that the Government should not for a moment demur

Prior to the passing of the Public Health and Buildings Ordinance No. 1 of 1903 the right of appeal Hon. Mr. Pollock asks for actually

Section 87. "Whenever any person shall be dissatisfied with the exercise of the discretion of the Surveyor General in respect of any act, matter, or thing, which is by this Ordinance. made subject to his discretion, the person so dissatisfied may in lieu of reverting to any legal remedy appeal to the Governor in Council who may make such order in respect thereof, as may be deemed expedient, and such order shall be flual for all intents and purposes."

I therefore think if this Section were reenacted it will do away with any suggestion that the aggrieved party was driven to any expense on account of appeal, because if he so approved he could appeal to the Governor in-Council in lieu of going to the Law Courts. Yours faithfully,

A. SHELTON HOOPER.

SHIPPING ON THE CHINA COAST.

The "Customs Gazette" for -October to December 1907 gives the quarterly returns of trade at the various Chinese ports. We take the following figures of the number and tonnage of vessels entered and cleared at the Maritime Customs during the quarter.

During the last quarter of 1937 the number of vessels entered at the port of Tientsin were 235, of 272,323 tonnage as against 269 of 870,000 tonnage for the corresponding quarter of 1906. Of these 171 were under foreign fings and 64 Chinese flags. The number cleared in the same. period was 238 of 274,856 tonnage, also a decrease when compared with the corresponding quarter of last year.

At Chefoo 761 vessels of 546,823 tonnage entered as compared with 856 of 634,270 tonuage. Of these 654 flaw foreign flags and 107 the Chinese flag. The number cleared was 751 vossels as against 846 in the corresponding quarter of 1996.

At Shanghai the number of v-ssels entered was 5,252 of which 1993 carried foreign flags and 3,252 the Chinese flag, the tennage represented being 2204,603. This is a decrease when compared with the same quarter of 1906. The vessels cleared numbered 7227, a decrease of almost 1000.

At Freehow the vessels entered numbered 175 of 149,721 tonnage. Only 34 flew the Chinese flag. This is an increase over the corresponding quarter of 1906. Similar progress is pointed with regard to the number cleared.

At Amoy 1442 vessels of a total tonuage of 312766 tonnage entired which was pretty evenly divided between Chinese and foreign bottoms. the total being a slight increase over the figures of the corresponding quarter of 1996. The sema applies to the number of clearances, the total of 1443 showing an advance over the 1366 of the corresponding quarter of 1906. At Swatow the number of vessels entered

was 1482 of 370,545 tonnage, of which the bulk was Chinese, due to the large number of steam launches which inflated the return. The bulk of the tonesge was with the foreign ships, The clearances numbered 1485, an increase over the figure of the corresponding quarter of

The number of vessels entered at Canton was 6463 of 703,048 tonnage. Of the ships 3720 flow foreign flags and 2734 were under the Chinese flag. This is a reduction of almost 500 on the figures of the corresponding quarter of 1906 and the clearances numbering 6517 show a similar reduction under comparison.

#### DEPARTURES.

Lady Lugard leaves for home to-day by the 'Empress of Japan." Her Excellency's departure is necessitated by health reasons and we are sure we are voicing the sentiments of residents in the colony when we wish her a spredy recovery. By the same steamer Mr. G. C. C. Masiers

of the firm of Johnstone, Stokes and Master, he will return to the Colony, and the best wishes of his many friends will go with him in his retirement. He was one of the oldest members of the profession in the Colony and he look a great interest is sport, having been for many years one of the best jockeys seen at the Happy Valley.

Tue Hon. Mr. Osborne also starts for home to-day via Siberia and the Hon. Mr. Pollock also leaves for a short time. Both gentlemen travel by the same steamer.

#### LIKIN ON RAILWAY LINES.

Mr. Na Chun, Deputy Vice President of the Ministry of Posts and Communications, returned to Peking from Shanghai some days ago, He reported concerning the likin and cargo traffic of the Shanghai Nauking Railway to H. C. Cheng Pi, who is preparing a memorial for the information of her Majesty the Empress-Downger. It is reported in reliable official circles that, in spite of the recent request and protest of Sir John Jords the likin along this line cannot be abolished; but that regulations similar to those in force on the Peking-Haukow truck railway will be adopted. It is also said that the new rules for the reorganization of the administrative system of the Hu ning line have been recognized by the representative of the British and Chinese corporation, with certain modifications. [See Leader.]-

The report of the directors to the seventeenth ordinary annual general meeting of share holders, to be held at the offices of the bank, Cup was held at Happy Valley between May Victoria Buildings, Hongkong, on May, 16th 2nd and May 4th. The following cards were

To the shareho'ders, of the National Bank of Chins, Limited .-

The directors now beg to submit to you the ECCIDE to and balance sheet for the year ending 31st December, 1907.

The accounts show that the balance of \$71,293.(9 brought forward from last year) icgest er with \$150,000 from general reserve fund lave been required in addition to the working prefit during the year to make full prevision for 18d and doubtful debis in 19.7, and previous years, as foreshedowed in the Chairman's speech at the annual general meeting held in 1906. This will leave \$150,000 in peneral reservo fund and a balance of \$10,223.09 to the carried forward to next account.

The capital reserve fund which stood at \$150,820 on the last December, 1906, has been appropriated to the extent of \$104,701.66 to enable the last call of £40,453 (received at Club. 2/11) to appear at 1/8 to the dollar in conformity with the rest of the capital.

himself-for re-election.

The accounts at head office have been audited by Mr. A. R. Lowe, chartered accountant, and Mr. E. A. M. Williams, A.S.A.A. (of the firm of Messis. Lowe and Bingham).

Messie. Deloitte, Plorder, Griffilhs & Ce., chartered accountants, audited the London accounts.

J. SCOTT : HARSTON, Chairmar,

Hongkeng, 31st March, 1978. Balance Fleet 31st December, 1967. Anthorized Capital :--

99,925 Ordinary chares of 27 Legued capital (at 1s. Ed. to the \$):-40,453 Ordinary shares of 27 each £5 paid ир...... £202,265.\$2,427,180.00 1906 fall of £1 on 40,458

shares at 2/11 \$380,734,34 Add transfer from capital reserve fund to

adjust er, to is.

£d ...... 104,701.66 Capital reserve fund ...... Notes in circulation..... Eixed deposits, current accounts, loans, Bills for collection and branch balances, 119,894,21

Drafts, acceptances and endorsements. (bills re-discounted)..... Balance of profit and loss account. \$5,158,938.94 Caeli on hand at Bankers ...... \$ 348,833.96 Money at Call and at Short Notice Government Securities, (£50,000 at 18.97) Bills Receivable, Louns and Advances... 3,160,937.21 Bills for Collection Receivable and Branch Balances ...... 407,413.66 \$5,158,938.94

PROFIT and LOSS ACCOUNT, for the Year ending 31st December, 1907. Charges, Directors' Fees, Salaries, etc ... \$ 108,476.60 Provision for Bad and Doubtful Debts, etc., tafter deducting Gross Earning for the year ending 31st December 1907) ... 102,593.40 Balance to be carried forward to next Balance brought forward from last year. \$ 71,293.09 Amount transferred from Reserve Fund ... 150,000.0

On 1st Janury, 1908, the Capital and Reserve Funda will stand as follows :-Capital (at 1s. 8d. to the \$) £242,718. 0.0 \$2,912,616.0 Capital Reserve Fund (at is. 8d. to the \$)...... Reserve Fund (at 1/9) to 13,593.15.0 £280,321.12.3 \$3,110,734.34

# MASONIC.

This week Mr. G. A. Watkins, as Provincial Grand Master for Horgkong and the Straits Settlements of the Royal Order of Scotland, conscorated the Provincial Grand Lodge and installed the following officers thereof. Watkins ... Provincial Grand Master

and Governer

... Deputy Provincial Grand T. Spafford ... Master and Governer Provincial Grand Senier G. P. Jordan Provincial Grand Junior J. Smith .... Provincial Grand Sec-T. Spafford ... netary and Treasurer Provincial Grand Chap-A. Ritchie ... Provincial Grand Sword E. F. Stonehause ... .. Provincial Grand Ban-F. Howell .. Provincial Grand Ban-H. Horley ner Bearer Provincial Grand Ma-H. Jillings rischal Bearer.

... Deputy Provincial H. B. Bridger ... Grand Marischall Provincial Grand F. J. W. Last ... Steward Provincial Steward Grand Provincial\*

Grand Guarder ...Guardian J. Vanstone ....

These gentlemen will hereafter be known as the founders of this Lodge of HRM KLWNG. The King of Scotland is Hereditary Grand Muster of the R.O.S.

Recently the charter for a similar Lodge in Manila was received by Mr. Watkins, and the brethren came over to Hongkong for the inauguration.

How to BH BEAUTIFUL-Keep your complezion, Mrs. Ellen's Creme Charmante, Lait Charment and Special Skin Tonic and Pondra Charmant will enable you to do it. Her South coast of China between | Same as No. 1. Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

### LOCAL SPORT.

The monthly competition for the Captain's

CAPTAIN'S CUP	المناسب المناسب
$\mathbf{x}_{\mathbf{x}}}}}}}}}}$	75
A 47 144 in p. OV 4	<b>. 78</b> .
C. T. Beath 85 - 5	<b>80</b>
R. O. Hutchison 81 + 1	82
A Ritchia 100 - 18	82
A INITUALO IN	
26 entries.	
Pool. 81 - 2	79
A. GILLING	80
TIT M. Andorson 80 - 0	
of the Donth	80
NO DE INCOMPANY AND THE PROPERTY OF THE PROPER	80
TO O Hantchigon Of T. A.	82
J. Douglas 94 — 10	84
30 entries.	
" Winner of Captain's Cup.	,

+ Winner of Pool.

LAWN BOWLS.

A good entry has been received for the three competitions which are the feature of the season on the Kowloon green, the prizes being | time now taken to convey mails and passengers given by the President, Vice-president and the to a port in the Dominion. The voyage to

On the Police Green there has just been concluded a team competition which was won | Canadian Pacific Railway-was about four days, Mr. C. Ewens retires in rotation from the by Inspector Ritchie's rick from Inspector but before long the journey would be dene Hongkorg Board, but, being eligible, offers Withers. A single handed competition for regularly in three and a half days, or perhaps sprous has now been started.

The Civil Service Club have also inaugurateda number of single handed competitions.

#### CRICKET,

HONGKONG CRICKET CLUB.

The final tennis match in the double handicap-Messrs, C. A. Carr and W. G. Worcester against the Hon. Dr. J. M. Atkinsen and H. R. Phelips-will be replayed this (Thursday) afternoon on the Club's ground, commoneing at 4,30 sharp.

THE RE-REVISION OF TREATIES.

The following statement emanates from the Foreign Office in Tokyo in regard to the negotiations for the coming revision of the

treaties:-When the existing treaties were signed, the primary object was the removal of the extraterritorial rights of foreign Powers in Japan, As Japan was so eager for the recovery of judicial autonomy and as her position in the comity of nations had not then reached its present level, naturally seme inequalities in the treaties were unavoidable, in particular the failure to secure complete Customs autonomy being disadvanous desire of the people of the Empire to dered, whether for the conveyance of mails or to day is the man who can make himself most remove this inequality and recover the Customs autonomy, and this is the primary object of the forth coming revision of treaties. To what extent the smendment of the Customs stariff can be affected it is difficult to predict before the completion of a full investigation of the matter; but the Government desires to smead it on a footing of equality with other Powers. The Finance Department has been investigating the condition of production and consumption of all commedities, and the Fereign Office has of late also been considering the economic situation, and all other matters necessary for the revision of the treaties.

## BANNED BOOKS.

youthful students. The books singled out for this remarkable distinction range from "Chancer's Works" to Mr. A. E. W. Mason's "Four Feathers," and

among them are such works as "Adam Rede" (George Eliot). "Barchester Towers" (Anthony Trollope).

"The Caxtons" (Lord Lytton). "Charles O'Malley" (Lever). "Cloister and the Hearth" (Charles Reade). " Coningaby " (Disraeli).

"Don Quirote" (Cervantes). "Heart of Midlothian" (Scott). "Jane Eyre" (Bronte). "John Inglesant" (Shorthouse).

"Kepilworth" (Scott). " Last Days of Pompeii" (Lytton). " Lavengro" (Borrow). " Pride and Prejudice" (Jane Austen).

" Vanity Fair " (Thackersy).

"Weman in White" (Wilkie Collins). " Woodstock" (Scott). It is not only in the realm of fiction that young lately been obtained. Lond n is to be guarded, several Shakespeare line,"" Measure for Measure," " Merry Wives of Windsor, " Othello," "Troilus and Cressids," Twelfth Night, and "Winter's Tale"-are put upon the ndex Expurgatorius for the Young;

171 years. The Bible is not barred. WEATHER REPORT.

The Hongkorg Observatory yesterday issued the following report:-On the 6th at 11 30 a.m.—The baremeter has risen considerably in Japan, the depression

... Deputy Provincial having passed away over the Pacific. Bare metric changes in other areas are slight, Pressure is low over N. Chius, and relatively high in a band extending over S. China the Eastern Sea and the Pacific to the South of

Gradients are gentle in the South, and light variat le winds may be expected in the Formosa Channel, and light E and N.E. winds over the N. part of the China Sen. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--E. or variable Hongkong & Neighbourhood | winds, light; fine. ... Same as No. 1. Formosa Channel ... Hongkong and Lamocks.

Same as No. 1.

South coast of China between

Hongkong and Hainan...

THE ALL-RED ROUTE.

LORD STRATHCONA'S ADVCCACY,

If at some future time it should become porsible to book by the "All-Red" route, New Zealand will be only twenty-eight days' journey from England. To show the coonemy of time that would thus be effected, it is necessary to

state that by the Eastern route passengers now reach Sydney in thirty to thirty one days, and New Zealand in thirty-four to thirty-seven days. Lord Strathcons, High Commissioner for Canada, who read a paper on the subject of the "All-Red" route before the Royal Colonial Institute, held that these figures in themselves were sufficient justification for an endeavour to open up and make use of this important alternative route.

The whole question, Lord Strathcona pointed out, was being examined by a committee appointed by the Imperial Government. This oo mmitte had not yet reported, but there was no doubt whatever that the Governments of Great Britain, Canada, New Zealand, and Australia were committed to the principle of improved communication to the Antipodes by way of the Atlantic, the Canadian railways and the Pacific. If a service to Canada could be established similar in speed to that given to New York by the steamers Lusitania and Mauretania, nearly two days would be saved in the Canada, therefore, would be one of from four and a half to five days. The present ordinary time from Montreal to the Pacific by the

would thus be a matter of about eight and a half to nine days at the outside. As regarded the Pacific portion of the route, the distance from Vancouver to Auckland was 6,330 knots. With loads making the voyage at a speed of "The Times." The statement meant, of course, only eighteen knots, the time required would be that if we wish to know what is uppermost in about sixteen days, including one day for the public mind, we cannot do better than dis stoppages for coal. Allowing for a slight cover the subjects about which men and women delay at Auckland or some other New Zealand ore laughing. The point of view is attractive, port, a further three days would be necessary to for the conception of laughter as the best reach the terminal port, making the time guide through life is one of the pleasantest, occupied on the Pacia, from Vancouver to just as it is one of the oldest, of the Sydney nineteen days at the most with vessels philosophies; while it is certainly true

Atlantic part of the service. scheme, which had for its object the well-being closely connected with one of the most noticeable of the Empire at large, and the welding mental developments of the last century, that together of its different peoples, with any local namely, of rationalism. For, of the many prejudice or insular narrowness. It must be results of this movement, not the least importregarded from the broad standpoint of citizens ant is a greater love of simplicity traceable to a of the Empire. The Colonies did not ask the keener perception of the incongruous. This Mother Country to bear the whole burden of can be illustrated in a number of ways. We the "All-Red" route. Canada was prepared may take, for example, the simplification of to pay its share, so was New Zealand and Aus. conversation. Not very long ago conversation tralis, and even the smaller possessions on route was regarded as an art, subject to certain rules, which might receive benefits from the establish. or, at least, marked by regular features. I he oric

draw a certain portion of Canadian travel, change is largely due to the rationalistic movewhich now, passed by way of New York, back | ment. Rationalism seems to have brought with to its proper channel, and by its geographical it a sharpened touse of the ridiculous, a livelier adventages and its quicker service to the sense of humour and "Punch" is a public United States, secure many American passen. gers and some of the mail traffic to Western points. It would strengthen Great Britain's position in the Atlantic, and furnish addi- eightieth birth by has just been cel brated, tional armed cruisers, to aid in keeping His "Ode to the Comic Spirit" presents, in The morals and literary tasters of "Sweet the route open in time of war. It would postical form, all that is best in the particular Seventeen" (in the evening schools of London) assist in giving Great Britain the control aspect of the movement. Like much of his are to be fenced in and guarded very closely of the Pacific trade, which might pass out poetry, it is not, by any means easy, though it the three months decreased 2.56 per cent., as next year by London's education authority. of our hands if the route was not utilised. It repays careful reading by indicating his position follows: A remarkable list of English literary classics, would provide armed cruisers on the Pacific. which are not considered suitable for stu- It would be available for the conveyance of dents under 18 years of age" is scheduled troops and supplies to the East, and less liable in the sgenda of the L.C.C. Education to interruption than any other route. It would Committee by the sub-committee which supplement other steamship routes, and could selects the books for school prizes. The not fail to assist the commercial expansion of complete list of prize books comprises 560 the different parts of the Empire, as well as lead volumes, all of which are available for adult to extra travel Canada, New Zealand, and students; but about three dozen of them are Australia wanted the service, and the proposal labelled with an asterisk, which, it is explained, had certainly been received with much symdenotes that they are considered unsuitable for pathy in the Mother Country. He believed it was destined to fulfil the most sanguine expectations of those who looked upon it as likely to prove of the greatest benefit to the Empire at

> The Earl of Derby presided and referred smpathetically to the death of the Dake of Devoushire, who was associated with the institute for nearly thirty years.

### REVIVING CHINESE INDUSTRIES.

In Peking number of new enterprises have been started and planned. These, save the "San Francisco Call," include a glass factory which two Germans put into operation some time ago; a large paper factory planned by the Chinese Government to be run in conjunction with their printing plant, a newly organised company which will enlarge and modernise a email cotton mill and the opening of a modern flouring mill, for which official permission has

Then there are a number of ancient industries volumes-"Antony and Cheopatra," "Cymbe- which seem to be reviving about the capital, chief among which are the establishments for weaving carpets out of camel's hair and the cloisonne factories. Near Tongshan, where the coal beds furnish cheap fuel, great brick and and Sheridan, Shelley, Keats, Pope, Blake, and pottery kilns have recently been opened. Gray are also to be kept from the innocent - Another rapidly extending industry is found in hands and mind of the industrious youth of the whisky stills in and about the great millet

regions of the north. In order to educate the young people of the country a number of so-called industrial schools have been opened in Tientain during the last few soon as they had bee un, years, where for a small fee students are given a manual training. The leading one of these which is under the direction of Kung Ichu, the head of the trade and industrial bureau of Chili. tactal of Tientsip, a son of the former governor, Choufu. The school is a sort of stock company, with shares as low as 50 cents, so that all people provincial aubvention of \$3,000, Training is carpentry, pottery, silk, embroidery, match

making, and porcelain painting. located in the native city.

#### DOUBLING THE SIBERIAN RAILWAY.

With reference to a notice in the Board of Trade Jours at in February last respecting the doubling of the Trans-Siberian Railway, the Builish Embassy at St. Petersburg reports that work has been postponed on certain sections of the line, and there only remains, one on which work is already being carried on over a distance of about 75 miles. Credits are asked for the construction of embankments and bridges on this section estimated at £3,924,940, and it is not expected that its duplication will be completed before the end of 1911. There is, it is stated, a proposal to join up the Trans-Siberian and Northern Railways, and if Omsk is made the junction the connecting line will be 345 miles long and cost about £3,368,420. It should also be noted that the Council of Ministers has approved a proposal to commence the construction of the Tiumen Omsk Railway during the present year. No definite plan has yet been drawn up regarding the Amur Railway, but it is proposed that it should run entirely in Russian territory, skirting the northern border of Manchuria, Assuming. as is prob ble, that it will start from Karymskain, on the Trans-Siberian Railway, and finish at. Khabarovskilit will be about 1,320 miles long and will cost over £21,000,000. In these circumstances, the Trans-Silerian Railway will be duplicated from Omak to Karymskaia at a probable cost of £13,160,000. which, together with the cost of construction of the Tiumen Omsk and Amur Railways, amounts to a grand total of £37,528,420. The British Embassy report adds that the realisation of the entire scheme is distant.

#### THE COMIC SPIRIT.

Somebody recently remarked that a man may learn more of what is taking place at Home by reading "Punch" than by diligently studyin. not nearly so fast as were suggested for the that "Punch" occupies a very influential position in English society. Its popularity is It seemed to him unwise to look upon this worth consideration, because it appears to by ment of the service. Assistance to the same was one of these; classical quotation was another. extent would not always be needed, surely they Neither is necessary to a brilliant conversationmight look forward to the time when the service alist to day, and a man who habitually indulged would be self-supporting, and when any payments in either would first be laughed at and then would simply be in consideration of services ren. voted a nuisance. The best conversationalist the provision of a feet of speedy versels enpable interesting, not the man who commands the of conversion into armed cruisers. For his own greatest stock of words. We can see a similar part, he was of opinion that it would be success- | change in literary style, for though some modern ful and prosperous, alike for the financial writers are difficult, few are grandiese or ornate. interests that might be involved and for the Manners have altered in the same direction, different countries more immediately concerned If they have lest in polish, they have gained in directness. In all three instances there In summing up the advantages of the new is a marked disappearance of pemposity, a form route, Lord Strathcous claimed that it would of artificiality no longer tolerated. This great

expression of the new attitude. Among the chief expenents of modern rationalism, stands: George Meredith, whose in modern politics and speciative thought. He defines the Comic Spirit as the

"Sword of Common Sense Our surest gift: the sacred chain

Of han to man: firm earth for trust In structures vowed to permanence."-and his elaboration of this central idea is marked by the vigour and imagination which, however fre quently they may plunge him into redundancy, and intricacy, raise him, as, at the same cost they raised Browning, to the first rank o English poets. The poem is an idealization of that love of truth which make Vellairs the enemy of shams. There is something of Voltaire

in the lines " thou darest proba Old Institutions and Establishments, Once for tresses against the floods of sin For what their worth: and questioningly prod For why they stand upon a racing globe, Impeding blocks, less useful than the clod,

Their angel out of them : a demon in.". In Meredith's hands, the Comic Spirit is cleansing fire, licking eagerly round those structures whose supports have long decayed, and freeing the world of edifices which have. long outgrown their usefulness. In Voltaire's hands, it was a whip which hissed and curled and spared nothing that the wielder regarded at once as pretentious and untrue.

#### "HEAR, HEAR."

In his busy and useful life the late Sir Howard Vincent's remarkable knowledge of foreign languages only once did him a disservice. This was when he went as war correspondent on the outbrik of hostilities between Russia and Turke, in 1877. He was attached to the headquarters of the Grand Duke Nicholas, but his intimate knowledge of the Russian language, coupled with an equally full acquaintance with the organisation of the Russian Army, was too much for the Commander-in-Chief, and his duties as war correspondent ended almost as

But when he came to his trak at Scotland Yard Sir Howard's linguistic skill stood him in schools at present is the Shih-hai-kung-chang, good stead. He had already been able to make himself thoroughly acquainted with the various police systems of the Continent, and be revolu-The headmas er of this school is the former salt | tionised our detective system. One of his striking schievements was the breaking up of a gang of rouble note forgers, no fewer than fifteen of whom found their way to this country. may be interested, but there is also an annual Now the tables were turned, and the Russian Government sent the alert and able head of the given in dyeing, weaving, soap making, art Criminal Investigation Department a magnificent service of plate.

Among his other numerous activities, Sir All machinery used in education is of Howard Vincent was for 35 years a number of Japanese origin. There are at the present time | the council of the Royal Society for the science. to continue to pay fees they can remain longer meeting. Educated at Westminister, he had and receive additional training. A class for an shiding love for that great school. His girls, in which silk embroidery is taught, is a peculiarly penetrating way of saying "Hear, recent addition. Forty teachers and assistants bear" in the House of Commons, which reached compose the faculty. All goods made are sold all over the building, was well known to his in a store belonging to the school, which is follow-members and to that outside public which reads Parliamentary gossip with gusto.

# VALUABLE TIP.

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12, QUEEN'S ROAD CENTRAL.

Hengkong, 5th May, 1908.

OUR FOREIGN TRADE. THREE BAD MONTHS.

A London paper comments on the returns for the first quarter of 1998. Imports Decrease on 1907 ... ... Exports ... ... ... Decrease on 1907 Re-exports ... ...

Decrease on 1907... ... As Good Friday fell in March last year the Board of Trade returns for last mouth include an extra working day, and the shrinkage is, therefore, all the more notic able. The decline in the imports amounts to £5,625,662, or 974 per cent.—a falling-off of £7,029,190 in raw materials, of which cotton al ne accounts for £3,403 718, being only partially offset by larger purchases of foodstuffs and tobacco. Under the head of articles wholly or mainly manufactured there is a decrease of £599,445 in copper, lead. and tin, due to the lower prices of these metal. and although the quantity of cotton imported was smaller the lower price helps to explain the

big decline. Our receipts of wheat were larger from the United States of America, Canada, Argentina, and Chili; but less came to hand from Russis, Turkey, the British East Indies, and Australia. We received more wheatmeal and flour from Germany, the United States, and Canada, and less from Belgium, France, and Austria. Hungary. The quantity of maize imported was very little more than half the total a year ago, there being a considerable reduction in the receipts from the United States and smaller declines in those from Russia and Argentina, while Roumanian shipments were slightly enlarged. The total imports for the three months have decreased 6-02 per cent, the following being the figures:

Imports, three fronths ... ... Decrease on 1907. It the same time these figures are still £6.638,340 ahead of the same period of 1906. Among the export, which have run down £1,829,610, or 5.26 per cent, the reduction figures principally in manufactured articles, where cotton fabries have declined £695,579, woollen goods £231,412, and other textile materials £396,173. There are decreases of £784,136 in iron and steel, and £303,358 in other metals; while machinery has increased £246,735; and new ships show an addition of £414,160. In regard to raw materials, our exports of coal and coke represented 5.059,222 (ons; valued at £3,158,123, showing increases of 147,869 tons in quantity and £341,6 3 in value. Smaller quantities of cotton piece goods were despatched to India, Ceylon, the Strait : Settlements, Australia New Zealand, Canada, the United States, Egypt, Turkey, Persia, the Philippines, and the Dutch East Indies as well as to China; but the Japanese requirements were larger. Less went to Chili, Brazil, Argintina, and Uruguay; but more to Peru. Ven zuela, Central America, Mexice, and Colombia and Panama. The total exports for

Exports, three mentles ... ... Decrease on 19.7. ... ... But here again, compared with the first quarter of 1906, there is an increase of

£8,053,609. £1,162,139, to £4,510,288, and for the three part of the proceeds of the new German and months £4.400.515 to £13 390,161. The exports, Prussian loans is to be devoted to remunerative of bullion for the menth decreased £1,915,662, State enterprises, and is therefore likely subto £2,417,702, and for the three months standially to benefit German industry, the £2,797,557, to £11,641,7(8.

#### A SAN FRANCISCO ITEM.

Britishers at San Francisco for the last, twelve menths have patiently borne expressions of anti-British feeling from Americans, and it has remained for the vigorous and popular new British Consul-General, Mr. Walter Risley Hearn, to resent the bitter animosity apparent in the city against anyone or anything British. The anti-British sgitation was inaugurated by the yellow journals of San Francisco, which are a veritable disgrace to modern journalism.

The Press influence has beeme so strong that it is now next to impossible for an Englishman to secure a position, unless he can pass as an American. At an al fresco fruit banquet given by the

commission merchants of San Francisco, Mr. Hearn refused to make room for a number of \_Federal officers as the banquet table, and voiced his refusal to do so in languige not very complimentary to the unifrom they were wearing. When asked to move up and make room at

the table, Mr. Hearn retorted, "I am British Consul-General. I have been invited to this function, and I do not propose to be moved for the whole American Army."

### SCIENCE V. RELIGION.

There is much talk of the conflict between science and religion, and it is true that the disputes between scientists and believers are often extremely heated. The contention would undoubtedly be far less bitter if both sides defeat its own object than to force our standard distinguished more accurately between the letter stock upon the notice of the world at large." and the spirit.

Science seems to absorb things altogether and subject them down to their very foundation to purely mechanical laws; but in reslity it considers them only in their manifest tions as phenomena. What the thinking individual and the given things are in themselves, but for which they would not exist, is not the care

Religion, for its part, exists essentially in the the country is willing to follow the lead of Bomo and several and are willing in as as he had hoped, at the recent annual which translate that spirit in terms borrowed the Covernment.

The course of study extends over three only ill-health that prevented him from president religious spirit, rather than in the dogmas the Country is wining to tollow the Imperial religious spirit, rather than in the dogmas the Parliamentary bloc and of the Imperial which translate that spirit in terms borrowed Government. a period. Now what is called the conflict between science and religion is essentially a conflict between the science of to-day and the science of yesterday, the form of which religion happens more or less to have preserved .- The International.

Of Psoriasis Contracted While in Service in West Indies - Left Scaly Surfaces on Lower Limbs - Eczematous Eruption Followed -Nothing Gave Permanent Relief.

#### SUFFERED 23 YEARS CURED BY CUTICURA

"I suffered for years from psoriasis both limbs, con-



West Indies in 82 or '83 while serving on H. M. S. 'Northampton,' ns sick berth steward. In that capacity I had the use of nearly all the preparations the Pharmaconceia prescribes, but througheachelage of the disease I did not consult any medical officer, but treated myself with preparations of mercury and sarsaparilla

for about nine months, but the eruption continued for years, and eventually left a scaly surface surrounding both limbs. In 1905 I tried --- 's Remedies which seemed to remove the cruption, but at the beginning of the present year an eczematous eruption appeared, then seeing a Cuticura advertisement. I decided to give a trial to the Cuticura Remedies, of which I needed but five supplies. After the first week I found great relief and I have been quite free from any irritation since; although I continued the treatment for ten weeks in all. There is only a faint discoloration left, and I consider that Cuticura Remedies have done more towards curing the. troublesome disease of which I suffered so long than all the other remedies put together and I recommend them to all my friends. I conclude with wishing. Cutioura great success. Henry Campbell, Naval Pensioner, 9, Grove Road, Luton, Chatham, Kent, Oct. 17, 1906. Complete External and Internal Treatment for

Every Humour of Infants, Children, and Adults con-Every Humour of Infants, Children, and Additisent sists of Cutiours Boap to Cleanse the Skin, Cuticura Cintment to Heal the Skin, and Cuticura Resolvent Pills (Chocolate Coated) to Purify the Blood. A Bingio Set Often Cures. Sold throughout the world, Denots: London, 27, Charterhouse Sq.: R. Towns & Co., Sydney; Lennon, Cape Town, etc.; B. K. Paul, Calcuits: Potter Drug and Chem. Corp., Sole Props.

48—11

THE NEW GERMAN AND PRUSSIAN LOANS.

BERLIN OPINION.

Berlin, April 7. In consideration of the fact that as far as Bullion imports for the month decressed Prussis, at any rate, is concerned, the greater Bourse has hitherto preserved -complete equanimity in the face of the forthcomissue. Notwithstanding the pressure which an issue of £32,500,000 worth of Consols is bound to exert upon the stock and money market, quotations have remained comparatively unaffected. Although this year's new issues raise the total debt of the Empire and the Federated States to a figure considerably abo e that of the British national debt, it is pointed out that the revenue from State enterprises continues to be more than sufficient to meet the increased charges which the service of the debt will entail.

Satisfaction at the firmners which has been exhibited by the Bourse is tempered by the givings which have been expressed in various. foreign centres with regard to certain aspects of German policy and the financial expedients by which this policy is promoted have not passed unnoticed in this country. The public, however, are invited to discount these symptoms and to reflect that the "great reform of the finances" which has been promised for next autumn will effectually adjust the balance. The Vossische Zeilung anggests that a ready

market will be found abroad, esp cially in England, for the Prussian Treasury bonds which have been alletted to the bank gro p for dispos ! at discretion. It is calculated that if any considerable quantity of these bonds, which are redeemable in 1913, could be placed abroad, the pressure on the German money market would be relieved, and the international situation might be sufficiently influenced in favour of Germany to attract gold to this country. Nevertheless, the organ of the Berlin bourgeoisie is of opinion that too much importance ought not to be attacked to foreign participation in the new loan, and that "nothing could be more calculated to

In a similar sense the Conservative Post appeals to the German Press and the German public to refrain from disparaging German finances and their administration, since this practice merely encourages foreign countries in the belief that German financial difficulties are insurmountable. In the opinion of the Conservative journel, Germany's transial espacity is equal to the task which lies before it if only

LATEST STEAMER MOVEMENTS.

The Japanese str. Shinshu Maru left Mojion the 5th inst. for this port, and is due to arrive here on or about the 10th inst.

THE MANAGER. Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded.

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#### NEW ADVERTISEMENTS

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

DURING my Absence from the Colony Mr. R. J. MACGOWAN will ACT as SECRETARY. By Order,

EDWARD OSBORNE, Becretary. Hongkong, 7th May, 1908.

NOTICE.

N and after the 18th instant the NEDER-LANDSCHE HANDEL-MAATS. CHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Offices now occupied by the National Bank of China Ld.) J. L. VAN HOUTEN,

Agent. NEDERLANDSCHE HANDEL MAATSCHAPPIJ. Hengkong, 7th May, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"BUELOW." having arrived, onsignees of cargo are exception of Opium Treasure and Valuables. are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst, at Noon-No claims will be admitted after the Goods

have left the Godowns and all goods remaining undelivered after the 12th inst, will be subject to rent. All broken chafed, and damaged Goods are to be left in the Godowns, where they will

be examined on the 12th inst., at 9.30 A.M. All claims must reach us before the 16th inst. or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 5th May, 1908

# HAPPY VALLEY.

T IS HEREBY NOTIFIED that, as Works for the Improvement of the Drainage of the Valley are about to be begun, the areas designated C, D, Dl, E and F, which have been allotted for various sports, will be CLOSED on and after the 13th instant and until further notice. ...

W. CHATHAM, Director of Public Works. Hongkong, 6th May, 1908.

CHINESE ENGINEERING & MINING COMPANY, LIMITED,

N INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for secount of the year ending 29th February, 1908, has been deblared by the Direc. tors of the above Company. Ccupon No. 10 is Paya le on 1st MAY at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai. SHEWAN, TOMES & CO.,

1 on, king, 1st May, 1908.

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INVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOR CASH

Now is the time for you to secure GENUINE BARGAINS. Please call and see for yourself. HOOSAIN-ALI & CO.,

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Hongkong, 5th May, 1908. NOTICE.

bave Authorized Mr. HERBERT SUTTON to Sign my Firm by Procuration from This Date. T. E. GRIFFITH. Canton, 2nd May, 1908.

HONGKONG CLUB.

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club. House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club By Order,

JAMES CRAIK, Acting Secretary. Hongkong, 30th April, 1948.

> HONGKONG CLUB. NOTICE.

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5 25 P.M. hereby informed that their Goods, with the for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary. Hougkong, 30th April, 1968.

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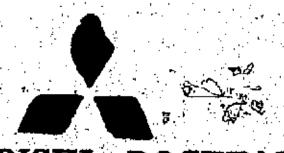
THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 83; QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

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Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBBET HART, G.C.M.G. and Dr. A

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906.

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Hongkong, 27th April, 1907.

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THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods G. K. HAXTON, Manager. Hongkong let April, 1908

STORAGE.

FOR COAL, TIMBER, &C. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE.

Portious of MARINE LOTS Nos. 31 & 38 on-PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., Lad. Hongkong, 8th June, 1906.

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WHE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1858,

HEAD OFFICE-LONDON. PAID-UP CAPITAL ......... £1,200,000 RESERVE LIABILITIES OF PROPRIE-

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Manager. Hongkong, 7th January, 1908.

FITHE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000 Subscribed ... PAID-UP ... RESERVE FOND

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Daily balance.

BANKERS

ON FIXED ESPOSITS: For 12 months ... ... 4 per cent. 84 per cent. 2 per cent EVAN ORMISTON. Manager. Hongkong, 23rd April, 1908.

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Hongkong, 24th March 1908.

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Hougkong, 18th November, 1907.

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Hongkong, 4th December, 1907. 24

BANKS

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Hongkong, 1st April, 1908. THE BANK OF TAIWAN LIMITED (INCORPOBATED BY SPECIAL IMPERIAL

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C. WOLDRINGH Manager,

No. 16, Des V ux Road Central.

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Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hougkong, 5th April, 1907,

THTERNATIONAL PANKING

- 3. DES VŒUX BOAD.

Interest silowed on Current Accounts

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No. 9, Queen's Road, Central, Hongkerg. W. M. ANDERSON. Manager. Hongkong 8th April, 1908.

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MANAGER: Shanghai-W. ADAMS ORAM, LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

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J. H. M. SMITH, Chief Manager. Hongkong, 23rd April, 1968.

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> Chief Manager. Hongkong, 12th January 1907, 21

J. R. M. SMITH.

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The DIRECTORY covers the whole of the ports and cities of the Far East, from Notherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIP. TION, carefully revised each year, most of which will serve as accurate Guidns FOR THE Tourist, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo-Complete with Fifteen Maps,

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BANGKOK.

STRAITS SETTLEMENTS

NAVIL SQUADRONS Russian British United States OFFICERS OF COAST AND RIVER STEAMERS. SHANGHAI ..... Mosses. W. Brewer & Co. The Book is printed from New Type specially arrangement greatly facilitates reference. A new feature in the 1908 Edition will be PORT ARTHUR. Messrs. Sietas & Co. CLASSIFIED LISTS of TRADES and FORMORA .....Mr. A. W. Gillingham, Tamsui

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contains the names of over 20.000\_FOREIGNERS. carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, no that any name can be found instantly.

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IN CHINA, JARAN AND COREA are arranged in a special separate list. THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and bought up to date. They consist this year of fourteen of the following:-COLORED PLATE OF FLAGSOF FOREIGN HONGS MAP OF THE FAR EAST

PLAN OF YOROHAMA PLAN OF YOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TENTSIN PLAN OF TSINGTAU (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAL PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA

PLAN-OF THE PHAK PLAN OF NEW TERRITORY (KOWLOON) PLAN OF KOWLOOM PLAN OF MANILA PLAN OF SAIGON'!

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The CHRONICLE covers the notable events of the last half contury in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:-

TREATIES WITH CHINA Great Britain :- Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burman Convention 1897; Kowloon Extension, 1898; Weiliaiwei 1898; Convention, Commercial; Shaughai, 1902; Emigration Convention,

France: Tientsin, 1858; Convention, 1860, Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. nited States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. ermany:-Tientain, 1861; Peking, 1880; Kinochau Convention, 1898; Railway and Mining Concession, 1898.

Japan :- Shimonoseki, 1895; Lisotung Con vention, 1895; Commercial, 1896; New Ports 1898. Supplementary Commercial, 1908 Russian: -- B. Petersburg, 1881; Russian Land

Portugal, 1888; Commercial Treat, 1094. FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN

Trade, 1881.

Great Britain, 1894; Duties Convention 1895 Russia Agreements as to Corea: United States, Extradition Treaty, 1888; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905. TREATIES WITH CORRA

Japan, 1876; Japan Supplementary, 1876 Japan, 1905. United Btates, 1882; Grea Britain, 1895. TREATIES WITH SIAM.

Great Britain, 1856 and 1899 France, 188 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M. Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courte in China, &co.; Tables of Court and Consular. Fees: Charter of the Colony of Hong kong, Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Acta Rognlations for the Consular Courts of United for anan.

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NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery

may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognized. All broken, chafed, and damaged Goods are

to be left in the Godgwan, where they will be examined on the 12th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Agenta: Hongkong, 5th May, 19-8.

MARTIN'S PIOL&STEEL A Fronch Remady for all Irregularities. Thousands of Lidies keep a box of Martin's Pills in the house, so that on the first city of any Irregularity of the System a timely does may be administered. Those who use them recommend them, bears their city many sile. At all Chemists and Sizees, or post free Edward marketin, Chemist, BOUTERAMPTON, English Edward.

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For Freight and further particulars. DODWELL & CO., LIMITED General Agents for China and Japan. Hongkong, 4th August, 1898.

THE CROWN AGENTS FOR THE \_COLONIES.

ENQUIRY PROMISED AT LAST,

Commerical Intelligence says those who recall the long and ardnous struggle to induce Mr. Lyttelton, Colonial Secretary during the late Administration to grant an enquiry into the system under which the office of the Crown Agents for the Colonies was worked will learn energies. They also pay the salaries of officers with great pleasure that the present head of the on leave of absence in England, officers' re-Colonial Office has proved less impervious to mittances to relatives and dependents, pensions, reason than his predecessor, and the long delay- and drafts drawn upon them by the Colonial ed enquiry has at last been promised. Mr. Governments. They adjust accounts between Clarde Hay, who has during the present session various Colonies, and make advances and outfit taken up the task of bambarding Mr. Winston allowances to officers in the Colonial service. Churchill on the question, deserves the hearty They recommend candidates for certain technical thanks of all who are interested in this mutter, posts, take passages to the Colonies for officers, and the warmest congratulations for succeeding supervise the emigration of coolies from Inlia in extracting a promise of enquiry from the to the Colonies perform numerous operations. Government. But we must not forget the connected with the issue of loans for the Crown public-spirited efforts of the handful of mem- Colonies and with the management of certain bers of both Houses who have been insistent old loans issued by New Zusland, the Cape, and in putting forward the case for enquiry not Natal; and generally execute any business only in the present Parliament but in the one entrusted to them by the Government of Crown before it, and Mr. Agetin Taylor, Mr. Leverton | Colonies. Harris, the Earl of Portsmouth, Mr. H. de K. Walker, and others equally deserve credit for of business transacted by the Crown Agents is their efforts to throw a little light on the extraordinary doings of the Crown Agents.

Nor should it be forgotten that their task was -- 1-Commercial, railway, and general business. rendered more difficult by the fact that practically the whole of the Press was united in active | stores obtained through the Crown Agents. or passive defence of the vested interests of the little ring who surrounded the Crown Agents. Even in the last Parliament, when the Opposi- linancial business, as distinguished from loans tion were naturally only too eager to spize upon and commercial transactions, exceeds £10,000 Fees; Rules of Court of Consuls of Shanghai any excus) to at ack the Government, the Daily a year. These contributions vary in amount, Chinese Passenger Act; Hongkong Licences News and other Liberal journals took up the and are for the payment of half salaries, Trade Marks, and Letters Patent Fees; Port | oudgels for the Crown Agents and did their | pousions, widows and orphans found contribu-Regulations for China; Harbour Regulations utmost to allay the growing feeling that the tions, transactions connected with bills of Crown Agents' system was an anachronism or exchange, the management of sinking funds, worse and that what might in its inception have deposits, temporary advances, the adjustment been a useful office had become ludierously of accounts between the Colonial Governments unsuited to modern conditions.

financial agents in the United Kingdom for all operations. the Colonies except those possessing responsible government, and for the Protectorates which are under the control of the Colonial Off to and of 1 per cent. on the payment of interest. They are directly responsible to the Colonial Governments, but the Secretary of State bank rate of interest with a minimum of 3 per exercises a general control and supervision over cent is charged. The Crown Agents also the conduct of their business, and they are from receive from brokers a return of half the brokertime to time instructed by him on questions of age on investments made through them. Certain. principle and in cases of emergency or of great | fees, as authorised by the Secretary of State, importance. They are appointed by the are for the inspection of stamps, etc. Secretary of State for the Colonies, and are These charges are the only source of income paid by fixed salaries and all the other expens s received by the Crown Agents' office. Any of the office, including pensions, are paid from excess of payments remaining at the end of the a fund which is derived from the payments made year is carried to a reserve fund, this being used by the Governments for which the Crown to defray the pensions of the Crown Agents and Agents set in return for services rendered, and their staff or any deficit in the year's No expenditure from this fund is made without | workings. the authority of the Becretary of State. To recapitulate here all the charges that have The charges for the different classes of been brought the Crown Agents system, or even business transacted are fixed by the Secretary to summirise them in the briefest way possible, of State. The office is self-supporting, and would occupy far more space than is at our no part of the cost is voted by Parliament. Its disposal, but we may perhaps usefully mention accounts are, however, audited by the Compt. one or two of the outstanding feature of the roller and Auditor-General, and an abstract of matter, and suggest to the committee one or two them is rendered to the Secretary of State.

When important public works such as railschemes, etc., are projected in the Crown Colonies or Protectoraties, the business con- on to commission merchants, nected with them in the United Kingdom is entrusted to the Crown Agents. In the case of through the Crown Agents pay more than works carried out by a Colonial Government with the assistance of consulting engineers in this country, the Crown Agents are employed of buying locally or direct from the manufacto make arrangements for the preliminary turers at home. surveys and investigations, and for the sub-Colonial Government and the consulting Agents office at home. engineers regarding such works passes through (5) That if the Colonies made their purchases Secretary of State and the Colonial Government on any points of interest or importance which may arise. The Crown Agents are not concerned in the supervision of the works. This is the concern of the Colonial Governments, by whom it is delegated, if necessary, the officers acting under the instructions of the consulting engineers. Nor do the Crown Agents give technical advice or act in any way as technical experts, this being the province of the consulting engineers. But, according to List of Contractors, and that inclusion in the the official view. "in dealing with many Colonies over a long period of time the Crown Agents have accumulated much experience which is at the disposal of all the Crown Colonies, and in this way they are often able to firms who obtained orders, they could not give assistance and advice at that one Colony themselves get orders direct. bonefits by the experience of all." All stores required from this country for

Crown Agents; and all other stores also which are required by the various Governments and are not produced locally are obtained through the Crown Agents. In view of the fact, as noted further on, that all firms of good stanling may obtain parmission to tender for the requiremen s of the Crown Agents, our readers will be glad to have a list of the articles and materials covered by the word "stores." The stores with which they deal are of the most varied nature, They include permanent way materials and rolling stock for railways, bridges and bridge materials of all descriptions, structural ironwork, such as roofs and plers, iron pipes and water fittings, lighthouse apparatus, Portland cement, buildings of wood or iroa, building materials, steamers, vessels, boats, and all kinds of marine machinery, telegraph stores of all sorts, including cables, everything required in connection with electric lighting, laboratory stores, and general engineering appliances and stores of every kind and description. Crown Agents also purchase for the military equipment, guns and rifles, and ammunition of every class, c'othing and accontrements, te ts and cump equipment, harness, saddlery, and other requisites. They purchase medicines and instruments for hospital use, coal and other envelopes, news-wrappers, postal orders, cigar | condition. and opium bands, currency notes, etc. They also arrange for the shipment and insurance of the

Such supplies are obtained either by competitive tender or by direct order according to the quantity or value of the supplies required. Tenders are sometimes invited by advertisement; but any firm is put on the list, to be [invited to tender, which satisfies the Crown Agents as to its standing a d competence. The stores are subjected to inspection by experts. before being accepted for suipment. Every precaution is thus taken to ensure that stores of good quality are purchased at the lowest

practicable prices. The Crown Agents do not themselves act as experts in these matters. This would be impossible in dealing with materials of such wide variety. They have on their staff technical men able to deal with all ordinary matters, but

whenever necessary they obtain advice from consulting engineers or other competent

advisers. It is pointed out that the Crown A.Zents have no initiative in connection with the inception of engineering works or the purchase of stores, their function being strictly confined to executing orders which have received sanction either from the Colonial Givernment or from the

Becretary of State. The business of supplying stores, great though it is, absorbs but a part of the Crown Agents'

The scale of charg is for the different classes. fixed by the Secretary of State and is at present as follows:

A uniform commission of 1 per cent, on all

2 Financial and other business. A fixed contribution from all the Colonies whose general and the General Post Office in respect of postage The Crewn Agents are the commercial and and money orders, and many other similar

3. Loan business. At present commission of per cent, on the issue and repayment of loans, 4 Miscellansous. On all overdrawn accounts

promising lines of enquiry. We contend: (1) That as the Crown Agenta' office is paid

ways, harbour works, drainage and water a commission on its transactions, it should deal direct with manufacturers and not pass orders (2) That the Colonies compelled to purchase

mark it price for goods. (3) That the Colonies ought to have option

(4) That where the rule is relaxed in the case sequent execution of the scheme. When the of "Urgent Requirements," and stores are work is to be done by a contractor, they obtain purchased locally, it is only relaxed in favour tenders and prepare and enter into the necessary of foreign firms, representatives of British contract. All correspondence between the manufacturers being referred to the Crown

their hands, and they advise generally the locally it would encourage leading British manufacturers to be represented locally, to the great advantage of British trade. (6) That the Crown Agents do not make their requirements known to the manufacturers:

We have received letters from firms stating that they had never heard of the Crown Agents though they contracted for other Government Diparlments. (7) That it is not a simple matter for a firm of good standing to get on the Crown Agents

list does not susare getting invitations to Firms have written us that though they could give satisfaction when supplying goods through

(8) That the Crown Agents ought to adopt the system of open-tendering, with the reservasuch undertakings as are referred to in the tion that unless there are very exceptional preceding paragraph are produced through the reasons for placing the order abroad, a prefereace will be given to B itish firms.

This is the only system that silences the voice of those who speak of favouritism. We do not propose to set out again all the instances of injustice and bungling that have been brought to our notios. Any reader who looks through a fil s of our paper, and particularly from April to June in 1993, can see for himself whether the case oilled for enquiry.

BRITISH BORNEO EXPLORATION COMPANY.

Mr. E. Davis presided over the ordinary meeting of this company, held last month at the Cancon-street H tal, and moved the adoption of the report. He referred to the great difficulties which the board had had to encounter in endeavouring to carry out certain contracts which had been entered into for the supply of manganese. ()wing to the non-fulfilment of these contracts an action was brought against the company, which had, however, been settled out of Court. He dw-lt inter alia on the coal and iron deposits, and said that the last two years had been a most unfortunate period for the company; but the directors were not without hope that some satisfactory discoveries might furniture and household articles, as well agositle, be made at any time. They had mineral rights horses and other live stock, and many other over a very large district, and gave every miscellaneous articles. They also arrange for the encouragement to others to ass'st the company, preparation of postage, revenue, and judicial The directors were only drawing half their fees stamps, post-cards, registration and postage until the company was in a more prosperous The report was adopted.

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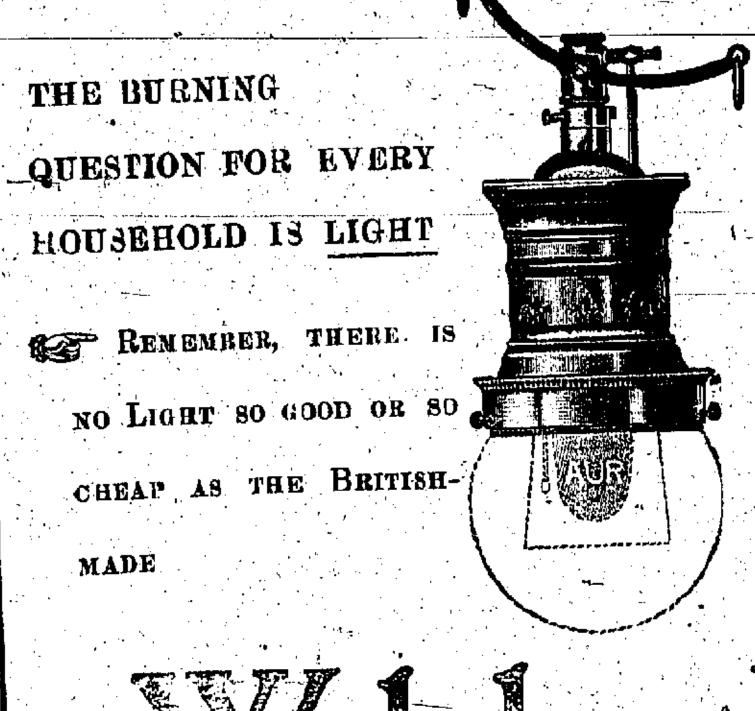
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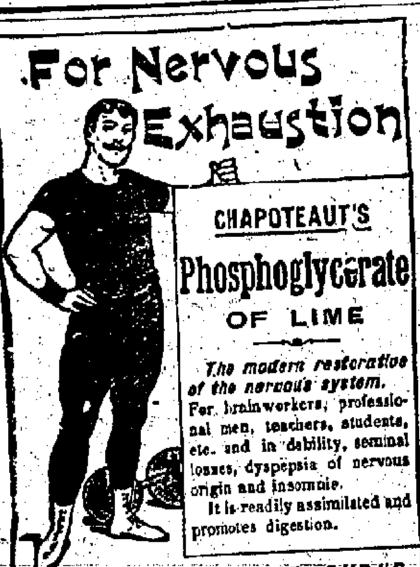
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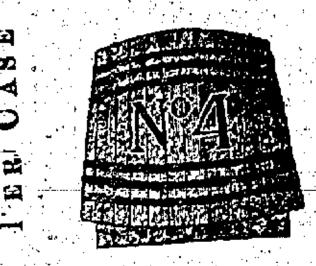
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#### EHIPPING.

ARRIVALS. CANDIA, British str., 4,195, Owen Jones, 6th

May-London and Singapore 30th April, General -P. & O. S. N. Co. CAPRI, Italian str., 4,175, Pedone, 6th May-Bombay via Singapore 30th April, General -Carlowitz & Co.

Chunsang, British str., 1,213, W. E. Sawer, 6th May-Sourabaya 26th April, Sugar-Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 1,000, I. Sakurai, 6th May-Temsui Amoy and Swalow 5th May, General-Osaka Shosen Kaisha. EIGER, Norwegian str., 895, N. S. Nielsen, 5th May-Bangkok 28th April, Rice-Chinese. HAIMUN, British str., 636, W. C. Passmore, 6th

May-Foochow May 3rd, Amoy 4th and Swatow 5th, General - Douglas, Lapraik & Co. HAKATA MARU, Japanese sir., 3,819, T. Murai; 6th May Singapore 30th April, General

and Iron-Nippon Yusen Kaisha. HANOI, French str., 740, Pennier, 5th, May-Haiphong and Ports 30th April, General-A. R. Marty INDRABAMIIA, British str., 3,330, Evans, 6th May-New York 28th March, and Singa-

pore 29th April, General - Jardine, O] Matheson & Co. ITHAKA, German str., 6th May-Canton. . STANDARD, Norwegian str., 894, H. N. Bull; 6th May-Saigon 1st May, Rice and

Figh-Wallem & Co. TELEMACHUE, British etr., 1,344, J. Williamson, 6th May-Saigon 1st May, General-Chinese.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 6th May.

Candia, British str., for Shanghai. Hakata Maru, Japanese str., for Kobe. Silesia, German sir. for Colombo. Soshu Maru, Japanese str., for Swatow.

> DEPARTURES. 6th May.

Benarry British str., for Nagasaki. Bullow, German str., for Shanghai. CHOYBANG, British str., for Shanghai. FAUSANO, British str., for Saigon. HALVARD, Norwegian str., for Singapore. J. DIEDERICHSEN, German str., for Pakhoi. KAIFONG, British str., for Cebu. NORE, British str., for Singapore. NUMANTIA, Germau str., for Moji & Portland. SEXTA, Germen str., for Newchwang. SPIR, Norwegian str., for Canton.

SHIPPING REPORTS.

7 EAN, British ste; for Manila.

throughout.

YORCK, German str., for Europe, &c.

The British str. Haimun reports: Light airs and fine weather. The Brit. str. Telemachus reports: Moderate. winds and head sea, weather fine and clear

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LIMITEP.

FOR SWATOW, AMOY AND FOOCHOW THE Company's Steamship

" "HAIMUN;" Captain Passmore, will be despatched the above Ports TO MORROW, the 8th inst at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 5th May, 1908.

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"CAPRI Captain Pedone, will be despatched as above on SATURDAY, the 9th just, at 2 P.M. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 1st May, 1908 FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN" Will be despatched for the above Ports on TUESDAY the 12th May. For freight apply to

SHEWAN, TOMES & CO., Agents, Hongkeng 6th May, 1908

EASTERN AND AUSTRALIAN STEAT SHIP COMPANY, LIMITED.

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<u>"EASTERN."</u> Captain McArthur, will be despatched as above on THURSDAY, 28th inst., at Noon. This well-known Steamer is specially noted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the yovare. This Steamer is installed throughout with

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1 From Green Island to the Harbour Master's. 2 From Harbour Mas r's to Blake Pier. 3 From Blake Pier t. Naval Yard.

4 From Naval Yard to East Point.

DESTINATION	vessel's names	FLAG & BIG	BERTH	CAPTAIN	FOR PRESIDET APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP VIA MANILA, &c	BOMBAY MARU DENBIGHSHIRE	Jap. str Brit. str		A. Keith	Nippon-Yusen Kaisha Shewan Tomes & Co	On 11th inst. About 15th inst.	
LONDON &c., v A UNUAL PORTS OF CALL	OCEANA	Brit. str	_	W. Hayward, R.N.B C. D. Denny, R.N.R	P. & O. S. N. Co.	On 16th inst, at Noon.	
ANTWERP & HAMBURG VIA STRAITS, &c	LYDIA.	Brit. str Ger. str	k.w.	Mover	HAMBURG-AMERIKA LINIB	About 20th inst.  About 10th inst.	1
HAVRE & HAMBURG VIA STRAITS, &c HAVRE & HAMBURG VIA STRAITS, &c	SILEBIA	Gor. str Ger. str	k. w K. w.	Bahle Eckhoru	HAMBURG-AMBRIKA LINIH	To-day. On 24th inst.	
HAVRE & HAMBURG VIA STRAITS, &c	BRISGAVIA	Ger. str	k.w.	Girstenbriin	HAMBURG-AMERIKA LINIM	On 5th June.	
HAVRE & HAMBURG vi STRAITS, &c	SUEVIA	Gor. str	k, w. k, w.	y. Döhren Selmer	HAMBURG-AMERIKA LINIE	On 15th June. About 5th inst.	
MARSEILLES, &o., VIA PORTS OF CALL	AUSTRALIEN	Fr. str	_	Verron H. Frasër	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.	
Marseilles, London, & Antwerp via Singapore & Marseilles, London & Antwerp via Singapore, & C	KAMAKURA MARU HITACHI MARU	Jap. str	1	F. E. Cope	NIPPON TUSEN KAISHA	On 13th inst., at D'light On 27th inst., at D'light	
MARSEILLES, HAVRE COPENHAGEN, &c	CANTON P. E. FRIEDRICH	Swed. str Ger. str		E. Malchow.	MELCHERS & Co	Beginning of June. On 20th inst., at Noon.	1
TRIESTE, &c., VIA SINGAPORE, &c	CHINA	Aug. str.		A Petris 🙀	SANDER, WIELER & Co	About 25th inst.	
DESSA NEW YORK VIA SUEZ CANAL	VORONEJ	Rus. str				About end of June.  About 31st inst.	l
BOSTON & NEW YORK	SATSUMA	Brit. str	1		DODWELL & Co., LTD	On 14th inst.	١
VANCOUVER VIA SHANGHAT JAPAN, &c	EMPRESS OF JAPAN GLENFARG	Brit. str Brit. str	1 m. 2 m.			To-day, at 4 r.u. On 20th inst., at Noon.	
VICTORIA, B.C., & FEATTLE, WASH., &c	TANGO MARU KUMERIC	Jap. str Am. str		R. Swain	Nippon Yueen Kaisha	On 12th inst., at 4 P.M. On 16th inst.	
VICTORIA, B.C., & SEATTLE, WASH.,-&c	AKI MARU	Jap. str	_	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.	
SAN FRANCIECO VIA PORIS SALINA CRUZ MEXICO VIA MOJI & JAPAN	CLAN MACMILLAN	Brit, str. Ger. str.	1 m.	G. C. Christiansen	SHEWAN, TOMES & Co	On 12th inst. On 11th June, at 5 P.M.	
AUSTRALIAN PORTS VIA MANILA	CHINGIU	Brit. str	1 m.	W. B. Brown N. Mathieson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M On 15th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA AUSTRALIAN PORTS VIA MANILA	Kumano Maru Prinz Sigismund	Jap. str Ger. str		D. Lenz	Melchers & Co	On 21st inst., at 5 P.M.	
AUSTRALIAN PORTS VIA PORT DARWIN	YAWATA MARU	Brit. str Jap. str		McArthur K. Homma		On 28th inst., at Noon. On 12th June, at Noon.	
VLADIVOSTOCK	CURONIA	Rus. str		101 100 400 and a B	Melchers & Co.	About 24th June.	
MOJI KOBE & YOKOHAMA	AMARA	Brit, str		O, Jones, R.N.R.	P. & O. S. N. Co	To-morrow, at 4 P.M. About 7th inst.	
YOKOHAMA AND KOBE	TBINAN	Brit. str Jap. str	lm.	N. Nielsen	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M. On 23rd inst.	
KOBE AND YOKOHAMA	YAWATA MARU	Jap. str.		H. Homma	NII PON YUSEN KAISHA	On 18th inst., at Noon.	1
TSINGTAU, CHEFOO & NEWCRWANG	TJIKINI	Dut. str	l m.	Dowson	JAVA-CHINA-JAPAN LIJN BUTTERFIELD & SWIRE	Quick despatch. On 14th inst., at 4 P.M.	1
CHINGWANGTAO, JAPAN, AMERICA, &c	Abural Magon	Fren.str Brit. str		F. Mooney	J. MILLET JARDINE, MATHESON & Co., LD.	On 4th June. On 11th inst, at Noon.	
TIENTSIN	CHIPSHING	Uer. str	k. w.		HAMBURG-AMREIRA LINIE	To-day, at Noon.	1
SHANGHAI	YUNNAN	Brit. str	l m	A. E. Sandbach	JARDINE, MATHESON & CO. LD.	On 9th inst., at 4 P.M.	
SHANGHAI & HANKOW	CEYLON	Brit. str	•	v. Dohren	P. &. O. S. N. Co	A bout 9th inst. On 10th inst.	
SHANGHAI, YOKOHAMA & KOBE SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Ger. str Fren.str	1 .	Girard	Messageries Maritimes	About 11th inst.	-
SHANGHAI VIA SWATOW, AMOY & FOOCHOW SHANGHAI, YOKOHAMA & KOBE	SHOSHU MARU	Jap. str	k. w.	M. Nemoto	Usaka Shosen Kaisha	On 12th inst., at 10 A.M. On 14th inst.	
SHANGHAI	DELHI	Brit. str	<del>-</del>	J. D. Andrews, R.N.R.	P. & O. S. N. Co	About 14th inst.	
SHANGHAI, MOJI & KOBE SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YEBOSHI MARU PRINZ HEINRICH	der. str	1	P. Grosch	Melchers & Co.	On 15th inst.  About 20th inst.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKBANG	Brit. etr	1	******************	JAEDINE, MATHESON & CO., LD. MELCHERS & CO.	On 27th inst., at Noon. End of May.	
SHANGHAI, YOKOHAMA & KOBE	SIAM TJILATJAP	Dan. str Dut. str. A	4	P. J. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.	
NINGPO & SHANGHAI FOOCHOW VIA SWATOW, & AMOY			• •	J. Davics	Butterfield & Swike	On 9th inst., at 4 P.M. To-day, at 9 A.M.	
AMOY & SHANGHAI	KASHING	Brit. etr	1 m.	T. W. Pickard	BLTTERFIELD & SWIRE	On 9th inst, at 4 P.M.	
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str	<u> </u>	I. Eakurai		On 10th inst., at 10 A.M	
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str Brit. str	· .	Passmore		To morrow, at 10 A.M. On 12th inst., at 9 A.M.	٠
HOIHOW & HAIHPONG	ECONGBANG	Brit. str	-	200 000 400 400 000	. Jardine, Matheson & Co., Ld.	To-morrow, at 4 P.M.	
MANILA	1 4 57 4	Brit. str	1 _	A. W. Outerbridge	Shewan, Tomes & Co Buiterfield & Swife	On 9th inst., at Noon. On 12th inst., at 4 P.M.	.
MANILA	TUENSANG	Brit, str	.	T. Meyrick		On 15th inst., at 4 P.M. On 16th inst., at Noon.	
MANILA CEBU & ILOILO	KALGAN	Brit, str Brit, str		Rodger	. Buttervield & Swife	To-morrow, at Noon.	
SANDAKAN	MAUSANG	Brit. str	• • •	R. Houghton		On 9th inst., at 4 P.M.  Middle of May.	.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str	. 📗 🖳	PedoneT. Yamawaki	CARLOWITZ & Co	On 9th inst., at 2 P.M. On 12th inst.	
BOMBAY VIA SINGAPORE & COLOMBO	SHANTUNG	Jap. str Brit. str	lm.	J. Robinson	BUTTERFIELD & SWIRE	To-day, at 3 P.M.	-
SINGAPORE. PENANG & CALCUTTA	KUMBANG	Brit. str Dut. etr		Pand r	JARDINE, MATHESON & CO., LD. JAVA-CHINA-JAPAN LIJN	On 12th inst., at 3 P.M. Quick despatch.	
ATTACA TO A TACABOLIA DELICATION OF THE STREET		150					
EAST ASTATIC	CO	TT			DNI DACITI		_
		<b>B.J. B.</b>		<del>▎▗▊▃▊▃▋╼⋜⋰▊▗</del> ▃▊ <del>▄</del> ▊▄▊▄▋		<del>▗▗</del> ▗▃▗▗ ▗	

LASLALLU-U--COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

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Hou glong, 6th May, 1908.

STHAMES. DATE OF SAILING "SIAM" ..... End of May. "CANTON" ..... Beginning of June-"CURONIA" ..... About 24th June. MELCHERS & CO.,

AGENTS.

YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

> PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

SAILING DATES 1908. **DESTINATIONS** STEAMERS. MARSEILLES, LONCON and / KAMAKURA MARU WEDDAY, 13th May, ANTWERP, via SINGA. Capt. H. Fracer, Tons 6126 at Daylight PORE. PENANG, HITACHI MARU, Tons 6761 WED DAY, 27th May, COLOMBO, and PURT SAID ( Capt. F E. Cope, at Daylight. IUTORIA. B.C. and TANGO MARU, Tons 7463 (TUESDAY, )2th May, SEATTLE, WASH, via 1 Capt. R. Swain at 4 P.M. SHANGHAI, MOJI, KOBE TUESDAY, 26th May, \* AKI MARU-YOKKAICHI, SHIMIDZU I Capt. M. Yagi, Tons 6444 1 at 4 P.M. and YOKOHAMA SYDNEY and MELBOURNE, KUMANO MARU FRIDAY, 15th May, via MANILA, THURSDAY) Capt. N. Mathiesen, Tons 5076 at Noon, ISLAND. TOWNSVILLE ) YAWATA MARU FRIDAY, 12th June, ... Capt. K. Homms, Tons 3817 at Ivoon. and BRISBANE LONDON and ANTWERP vin { 1 BOMBAY MARU MANILA, S. NGAFORE, { 1 Cant A Reith T. MONDAY, 11th May, Capt. A. Keith, Tons 4625 COLOMBO and PURTSAID BOMBAY via SINGAPORE, (I WAKAMIYA MARU TUESDAY, 12th and COLOMBO Capt. T. Yamawaki, Tons 4723 May. NAGASAKI, KOBE (WED'DAY, 13th May, and YAWATA MARU YOKUHAMA ... Capt. K. Homma, Tons 3817 at No n. SHANGHAI, MOJI and I YEBOSHI MARU JFRIDAY, 15th Tons 4097 1 May. ... \ Capt. B Ken,

\* Calling at Keelung.

Hongkong, 7th May, 1908.

KOBE and YOKOHAMA

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WAKASA MARU

-Capt. N. Nielsen,

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KUSUMOTO,

SATURDAY, 23rd

Tons 6265 1 May.

MANAGER.

# 

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Steamers.	Tons.	Captain.	Sailing Date.	
† KUMERIC	6,232 9,606 9,606	Cowley E. V. Roberta T. W. Garlick	 On 16th May. On 6th June. On 1st July.	

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FORTNIGHTLY SERVICE TO AND FROM EUROPE YIA SULZ CANAL: FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

BTEAMERS

SHANGHAI, KOBE & YOKOHAMA ... ... MARSEILLES, VIA PORTS SHANGHAI. KOBE &) YOKOHAMA ...\_ ... 5

Hongkong, 6th May, 1908.

Hongkong, 4th May, 1908.

"Ernest Simons" About 11th May. Capt. Girard. "AUSTRALIEN" (On 12th May, Capt. Verron 1 P.M. "TONKIN" On 25th May, P.M. Capt. Charbonnel "YARRA" fOn 26th May,

TO SAIL.

MARSEILLE 3 VIA PORTS } Capt Bellier 1 P.H Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta. Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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STEAMSHIP SERVICE REGULAR WITH LIBERTY TO CALL AT MALABAR.

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON AND NEW YORK

S.S. "SATSUMA" ... 14th May. For Freight and further information, apply to

DODWELL & CO., LD.,

Agenta Hongkong, 30th April, 1908. "SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

'DENBIGHSHIRE. will be despatched for the above Ports on or about the loth May, 1908. For Freight or Passage, apply to-SHEWAN, TOMES & Co.

Hongkong, 17th April, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

-STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN-AND SOUTH AFRICAN PORTS.

THE Steamship

Captain W. Hayward, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATUR DAY, the 16th May at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is

secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under urrangement will betranshipped at Colombo into the mail steamer proceeding to Marseilles and London, othercargo for Lendon, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 28th June, 1908. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to Acting Superintendent.



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STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, Taking Cargo at through rates to the BRAZILS, to South Africa, Peesian Gulf, Rud SEA. BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA." Captain Petris, will be despatched as above on or about MONDAY, the 25th May. This steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight

SANDER, WIELER & Co., Agents, Princes' Buildings.

Hongkong, 30th April, 1908. CHINA COMMERCIAL S.S. CO., LTD

> NOTICE. FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE," Captain G. E. Christiansen, will be despatched for the above Ports VIA MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD., Hotel Mansions, Hongkong, 5th May, 1908.

THE RUSSIAN VOLUNTEER FLEET FOR ODESSA.

THE Steamship

" VORONEJ, will leave on or about the end of June. For Freight apply to, MELCHERS & CO.,

Agente. Hongkong, 21st April, 1908.

THE IRECTORY AND **THRONICLE** FOB 1908

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Hancking 15th February, 1998.

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FOR STEAMERS	TO SAI	IL RMMARKS.
MOJI, KOBE and YOKO- CANDIA Capt. O. Jones, B.N.E.	. } About	7th   Freight only.
SHANGHAI and HANKOW (CEYLON Capt. G.W. Babot	About	9th Freight and May. Passage.
SHANGHAI	About 1	4th Freight and May Passage
LONDON VIA USUAL PORTS) OCEANA	Noon,	16th   See Special May   Advertisement
Via SINGAPORE, PEN. JAPAN	.}About	20th } Freight and May } Passage.
For further Particulars, apply to	F Actin	J. ABBOTT, g Superintenden.
Hongkong. 7th May, 1908.	1	1

#### NAVIGATION CO., LIMITED.

SOURABAYA and SAMARANG ...

BTELMETS

"SHANTUNG" ..... On 7th May, 3 P.M.

SOURABAYA and SAMAKANG"	ORBERT STU	O- Oth May ADM
SHANGHAI  CEBU and ILUILO	T" YUNNAN	On Oth May Noov
CEBU and ILUILO	KALGAN	On Oil May, NOW
4 44 5 47 J CITT A NI (1 LI A I	THE THE PARTITION OF TH	TH OUR HEALS
NINGPO and SHANGHAL	" FOOCHOW	On stn may, 4 P.m.
MANILA ZAMBOANGA,		
THURSDAY ISLAND,		
COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,	* # "CHINGTU"	On 11th May, 4 P.M.
SYDNEY, HOBART, LAUNGE	1.01111.012	
STON. NEW ZEALAND.		
MELBOURNE ADELAIDE,		
and PERTH		
	* "SINGAN"	On 12th May, 9 A.M.
<b>电影 A 特别的</b>	* "TAMING"	On 12th May, 4 P.M.
·PRINGTAIL CHERCOUND NEWCWHAN	37 " IV VY IN I I INVIVE TO A CONTROL OF	Off Tang ment   The same
YOKOHAMA and KOBE	* "TSINAN"	On 2) Runtay, 3 F.m.
MANILA STAMERS & TIENTS	TN STEAMERS have sup	arior Passenger accom-
modation with Electric Light throughou	t and Plactein Rans in the	Staterooms and Dinning
	a wife fileofitto rang in the	
Saloon.	9 45 44 44 44	Blook-to Light through.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through out and Electric Fans in the Statercoms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo

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#### NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN LINES.

	" DODNEO!	1
RUDAT & SANDAKAN	Capt. F. SEMBILL	Middle of M
NAPLES, GENOA, ALGIERS, ) GIBRALTAR, SOUTHAMPTON, } ANTWERP & HAMBURG )	Capt. E. MALCHOW	) May, at N
"CHANGHAI, NAGASAKI, KOBE }	"PRINZ HEINRICH"	About Wed'
and YOKOHAMA	Сарт. Р. Св. эсн	3 20th May.
MANILA, NEWGUINEA, BRIS	B. PRINZ SIGISMUND"  Capt. D. Lenz	Thursday, 2 May, at 5 P.

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 7th May, 1908.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAIL	INGS FROM HO	NGKONG (SUBJ	ECT TO ALTERA!	rion).
YOR.	The second secon	BREMARTS	TO SAIL,	
MOJI	, 	"AMARA",	, Friday, 8th May, 4	P.M.
* MANILA		." LOONGSANG"	Friday, 8th May, 4	P.M.
† SANDAKAN		"MAUSANG"	Saturday, 9th May,	4 P.M.
+ SHANGHAI		"HANGSANG"	Saturday, 9th May, 4	P.M.
* TIENTSIN		"CHIPSHING"	Monday, 11th May,	Noon.
*+SINGAPORE PENA	NGACALCUTTA	L"KUMSANG"	Tuesday, 12th May,	3 P.M.
* MANILA		"YUENSANG	, Friday, 15th May, 4	P.M.
MANILA SH'HAI, YOKOHAM	ІА. Кове & Молі	"FOOKSANG"	, Wed'day, 27th May,	Noon.
$\mathbf{R}$	ETURN TO	URS TO JA	PAN.	

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for -Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

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Usukan, Jesselton and Labuan. Telephone No. 61 For Freight or Passage apply to JARDINE, MATHESON & Co., LTD., <u>GENERAL MANAGERS. 16</u> Hongkong, 8th May, 1908

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PROPOSED SAILINGS FROM HONGKONG--EUBJECT-TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* FOOCHOW VIA SWATOW and AMOY	{"SOSHU MARU". Capt. T. SURUGA	THURSDAY, 7th May, at 9 A.M.
+ TAMSUI VIA SWATOW AND AMOY.	Capt. I. SAKURAI	SUNDAY, 10th May, at 10 A.M.
+ SHANGHAI VIA SWATOW.	"SHOSHU MARU"	TUESDAY, 12th May,

AMOY AND FOOCHOW Capt. M. NEMOTO 5 at 10 A.M. \* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivailed Table + Taking Cargo on through Bills of Lading to all Yangters and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office

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			BAILING DATE.	
S CEAMBRIP	Tons.	- CAPTAIN,	FOR	
RUBI	2540	R. W. Almond.	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th May, Noon.

Hongkong, 4th May, 1918.

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FOR NEW YORK YIA PORTS AND SUEZ CANAL

AMERICAN ASIATIC STEAMSHIP COMPANY

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SHEWAN, TOMES & CO.,

GENERAL MANAGERS:

Hongkong, 9th April, 1918

TO SAIL,

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FOR SHINGTAL YOROHAMA & KOBE: S.S. DORTMUND ... 25th May

FOR ANTWERP & HAMBURG S.S. LIDIA ... About 10th May FOR HAVES & HAMBURG S.S. SENEGAMBIA ... 24th May 🛴 S.S. BRISGAVIA ... 5th June. S.S. SCANDIA ... 15th June COAST SERVICE FOR CHINKIANG ... On 7th May, NOON.

FOR HAVEE & HAMBURG:

HOMEWARD.

E MARSEILLES ROTTERDAM & HAMBURG

S.S. SILESIA ... 7th May

SS: SUEVIA ... ... About 5th May

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	-PROPOSED SAILINGS.	(Subject to Alteration)		
R.M.S.	Tons	LEAVE HONGKONG AER	IVE VANCOUVE	
"EMPRESS OF	JAPAN " 6,000	THURSDAY, 7th May	, 25th May	
	3,700	WEDNESDAY, 20th May	. 18th June	
"EMPRESS OF		THURSDAY, 4th June	. 22ud June	
		SATURDAY, 13th June		
"LENNOX"		THUR DAY, 18th June	. 17th July	
"EMPRESS OF J		S TURDAY, 4th July	25th July	
"MONTEAGLE"		SATURDAY, 11th July	. 4th Aug.	

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STEAMERS. AMARA, British str., 1,558, C. J. Mattock, 26th April-Swatow 25th April, General-Jardine, Matheson & Co.

AMIGO, German str., 822, Francisen, 5th May -Hiphong May 2nd, and Hoihow 4th. General-Jebsen & Co. AMIRAL DE BROUMOND, French str., 154, Chalais, 22nd April-Haiphong 18th April,

Ballast-Wilks & Jacks. ASIA, British str., 2,938, Harry Gaukroger, 5th May-San Francisco via Japan Ports and Shanghai 2nd May, Mails and General-O. & O. S. S. Co.

CARAVELTHS, French str., 1,971, Sedere, 29th April - Cardiff 17th March, Coal -Messageries Maritimes. CHILDAR, Norwegian str., 1,102, H. Nielssen,

1st May-Bangkok 24th April, General-Butterfield & Swire. CHOWNA, German str., 1,055, G. Spiesen, Ist May-Bangkok 23rd April, Rice-Butter-

fic d& Swire. CHOW II, German str., 1,115, W. Mollermann, 5th May-Bangkok 24th April, via Swatow 4th May, Rico-Butterfield & Swire.

DEN OF AIRLIE, British str., 2,271, Cumming, 10th April - Antwerp 10th February, and Singapore 4th April, General-Messageries Maritimes.

DEVAWONGSE, German str., 1,157, Rehwaldt 29th April-Bangkok April 20 h, and Swatow 28th, Rice and Timber-Butterfielp & Swire.

DUNBAR, British str., 1,90 , A. R. Lee, 28th April-Moji 23rd April, Coal-Shewan, Tomes & Co. EARL OF DOUGLAS, British atr., 2,761, John

Jameson, 2nd May-Port Kemble (N.S.W. 11th April, Coal-Me-sageries Maritimes. EMPRESS OF CHINA, British str., 3,048, R Archibald, R.N.R., 4th May-Vancouver B.C. 15th April, and Shanghai 2nd May, Mails and General-C. P. R. Co.

EMPRESS OF JAPAN, British str., 3,033, H Pybus, 6th April-Vancouver 18th March and Shanghai 4th April, Mails and General -Canadian Pacific Railway Co. FOOCHOW, British str., 1,227, J. Davies, 2nd

May-Chinkiang 28th April, General-Butterfield & Swire. HAIPHONG, French str., 500, Pomfret, 22nd April-Haiphong 18th April, Ballast-

Wilks & Jacks. ITHARA, German Bir., 1,446, Engelee, 28th April-Wuhn April 21st, and Chinking 23rd, General and Rice - Hainburg

Amerika Linie. KALGAN, British str., 1,152, Lowis, 30th April -Chefoo 25th April, General-Butterfield & Swire.

KASHING, British str., 1,152, Pickard, 1st May -Dainy April 24th, and Chefoo 25th, General-Butterfield & Swire.

KIANGPING, Chinese str., 1,222, H. Udden, 2od May-Chinkiang 27th April, General-

Kumsang, British str., 2,078, E. J. Buller, 4tl May-Calcutta and Singapore 28 h April, General-Jardine, Macheson & Co. LARRES, British s.r., 1,340, Frampton, 30.1 April - Saigou 26th April, Rice and

Dry Fish-Chinese. LOONGSANG, British str., 1,050, S. J. Payne, 4th May-Manila 1st May, General-Jardine, Matheson & Co. MARCELLUS, German str., 3,435, A. Lohrengel, 25th April - Moji 18th April, Coal - Ataka.

MATHILDA KORNER, German str., 1,846, M. Dibberm, 21st April-Hongay 18th april, Coal-Jardin. MAUSANG, British str., 1,644, B. Houghton,

29th April-Sandakan 23rd April, Timber and General-Jardine, Matheson & Co. MEEFOO, Chinese str., 1,339, J. MacArthur, 3rd May-Shanghai 30th April. General-

27th April-Hongay 24th April. Cosl-Dodwell & Co.

NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May - Sau Francisco 31st March, Mails and General-Toyo Kisen Kaisha.

May-Wakamatsu & Moji 29th April, Coal for Canton-Mitsui ussan Kaisha. Onsang, British str., 1,787, R. Cox, 30th April -Calcutta via Straits and Singapore 23rd April, General-Jardine, Matheson & Co. PROGRESS, German str., 687, D. Struve, 29th April-Hongay 26th April, Coal-Siemssen

PROTEUS, Norwegian str., 1.027, C. Moller, 2nd May-Bangkok 23rd April, Rice-Asgaard Thoresen & Co.

QUINTA. German str., 987, Frahm, 2nd May-Tsintau 26th April, Coal—Siemssen & Co., Runi, British str., 1,611, R. W. Almond, 4th May-Manila 2nd May, General-Shewan,

Tomes & Co. SHANTUNG, British str., 1,835, Fcott, 2nd May-Hongay 28th April, Coal-Butter-field & Swire. SILESIA, German str., 3,138, J. Bahle, 5th May

-Shanghai 2nd May, General-Hamburg-Amerika Linie. Soshu Maru, Japanese str., 1,119, T. Suruga, 5th May - Shanghai via Foochow, Amoy

and Ewatow 4th May, General - Osaka Shosen Kaisha. SPIR, Norwegian str., 870, Horn, 4th May-Chefoo 28th April, Beans - Wallem & Co. TAIKOSAN MARU, Japanesestr. 3,217, I. Fukui,

3rd May-Kuchinotzu 28th April, Coal-Mitsui Bussan Kaisha... TANGO MARU, Japanese str., 7,420, R. Swain, 3rd May-Japan and Shangl ai 30th April.

Flour, Tank and Cotton Yarn-Nippon Yusen Kaisha. TJIMAHI, Dutch s'r., 2,476, J. Brouwers, 29th April—Batavia pr. 4th, & Macissar 20th, General—Java China-Japan Lijn.

VICTORIA, Swedish etr., 989, J. A. Hellberg, 23rd April-Karatsu 17th April, Coal-Wallem & Co. YEDO MARU, Japanese str., 3,227, T. Hamada, 29th April - Moji 23rd April, Coal-Mitsui Bussan Kaisha.

YUNNAN, British str., 1,266, W. Owen Jones, 30th April - Chinkiang 26th Apr., General -Butterfield & Swire. ZILLAII, British str., 3,426, Pearth, 26th April —Xmas Island 17th April, Phosphates— Mitsui Bu-san Kaisha.

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Alacrity, despetch-bont, 700 tons, 10 gun .3000 h.p., Comdr. C. T. Fuller, Shanghais Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, Hongkong

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Comdr. F. B. Noble, Hongkong Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai Clio. British sloop, 1070 tons, Comdr. C. D. 3. Raikes, Shanghai

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson, Shanchai Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Shang-

Handy, torpedo-boat destroyer-295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Shanghai Hart, torpedo-boat destroyer, 295 tons, 6 guns,

4.00 h.p., Lieut.-Comdr. G. C. Dickens, Hongkong Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900. h.p., Lt.-Comdr. C. A. Freemantle:

Shanghai Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong King Alfred, British orniser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tone, Capt. L. Clinton Baker, ou rou e Chusan

Kinsha, river gunboat, 616 fons. Lieut.-Comdr. Sidney H. Te myson, Yangtsze Merlin, surveying ship, 1090, to is, 6 guns, 1400 i.h.p. Condr. F. H. Walter, Hongkong Monwouth, emiser 9810 tons, Capt. G. W.

Smith, Hougkong Moorhen, river ganboat, 180 tons, 2 gans, Lieut, Coundr. C. C. Walcott, West River. Nightingale, river gunbout, 85 tous, 240 h.p., Lieut. Comdr. R. S. Roy, C.N., Shanghai Otter, torpedo boat destroyer, 385 tone, 6 guns; 63 0 i.b.p., Paid off

Robin, river gunboat. 85 tons, 2 guns, 240 h.p., Lient, Comdr. A. A. Mellin, Hongkong Sandpiper, river gunboat. 85 tons, 2 guns, 240h.p., Lieut Comdr. H. R. Tickell, West

Snipe, river gun boat, 85 tons, 2 guns, 240 h.p." Lieut-Comdr. Alan Dixon, Yangtsze Taku, torpedo boat destroyer, Bosn, Strath, Tamar, receiving ship, 4600 tons 6 guns,

Commodore Stokes, Mongkong Teal, river gunboat. 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre, Yangleze Thistle, gunboat, 710 tons 900 h.p., Lieut. Comdr. H. T. Attlay, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Liout Comdr. Stevenson,

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. H. P. Dongles, Port Swet-

Whiting, torpodo-boat destr yer, 360 tons, 5 gnue, 5,90 h.h., Lieut.-Coundr. J. Kiddle, Hongkong

Widgeon, gunboat 195, lous, 2 guns, 800 h.p. Lt-Condr. John F. Knoz Yangisze Woodcock, gunboat, 150 tons, 2 guus, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer. Yangteze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yangter

AVID CORSAR & SON'S. MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN

TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT

HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly

Approximate Averages for 33 Years FROM 1874 T > 1906.

price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

#### POST OFFICE NOTICE

The Ernest Simons, with the French mail of the 10th ult. left Singapore on Monday, the 4th inst. at 4 p.m., and may be expected here on or about Monday the 11th instant. This packet. brings replies to letters despatched from Honokong on the 7th March

The Mongolia, with the American mail is		s port on the 12th instant.
FOR	PRR	DATE
Sourabaya and Samarang	Shantung	. Thursday, 7th, 11.00 A M
Chinkiang	Ithaka	Thursday, 7th, 11,00 A.M.
Kobe and Yokohama	Hokala Maru	•
Bangkok	Childar Sui Tai	Thursday, 7th, 11.00 A.M. Thursday, 7th, 1.15 P.M.
		Thursday, 7th, -
		Printed Matter, and Sam
BHANGHAL NAGABARI, KOBE, YORDHAMA)		Ples 2.00 P.M. Registration 2.00 P.M.
VICTORIA and VANCOUVER (B.C.)		(Registration, with late
(Supplementary mail on board up to the )	Empress of Japan }	fee of 10 cents, up to
time fixed for departure of the mail, f		2.45 P.M.) Registration, Kowloon
		B.O 200 P.M.
	To day	No late fee Letters 3. 11 P
Hoihow and Haiphong	Amigo	Thursday, 7th, 5.00 P.M.
Swatow, Amov and Foochow		Friday, 8th, 9.00 A M
Quang Chow Wan, Heihow, Pakhei and }	Hanoi	Friday, 8th, 9.00 A.M.
Cobu and I kilo	Kalgan	Friday, 8th, 11.00 a.m.
Macro	Sui Tai	Friday, 8th, 1,15 P. M.
Manila	Loongrang	
Shanghai	Yunnan	
Shanghai	Tjimahi	Friday, 8th, 5.00 P.M.
Manile	Kubi	Saturday, 9th, 10.00 A.M. Saturday, 9th,
		Printed Matter and Sam-
	4	ples10.00 A.m.
SHANGHAI, NAGASARI, KOBE, YOKOHAMA,		Registration with lete
Honorulu and San Francisco	Nippon Maru	fee of 10 cents, up to
time fired for departure of the mail.		10.45 A.M.)
Extra Foreign It's continuous		B.O10.00 A.M.
		No late to .
	D. m.	Letters
Macao	Bui Tai Hangsang	Saturday, 9th, 1.15 P.s. Saturday, 9th, 3.40 P.
Ningpo and Shanghar	Foochow	Saturday, 9th, 3 10 P.M.
Sandakan	Mausong	Saturday, 9th, 3.00 P.M.
Amoy and Shanghai	Kashing	Saturday, 9th, 3.0 P.M. Saturday, 9th, 5.00 P.M.
Swatow, Amoy and Tameni	Doijin Maru	Saturday, 9th, 500 P.M.
Tientein	Chipshing	Monday, 11th, 11.00 A.D.
Manila, Zambounga, Port Darwin, Thursday	Yedo Maru	Mon lay, 11th, 11.00 A.
Island, Cocktown, Cairns, Townsville,	•	
Brisbane, Sydney, Hobart, Launceston,	Chingtu	Monday, 11th, 3.00 P.
Now Zenland, Molbourne, Adelaide, Perth		
Moji, Saliga Cruz and Mexico	Marie	Mon lay, 11th, 4.00 P.N.
Hoihow and Haiphong	Singan Clan Macmillan	Tuesday, 12th, 8.00 a.m., Tuesday, 12th, 10.00 a.m.
Singapore, I'enang and Bombay	Capri	Tuesday, 12th, 10,00 A.M.
		Tuesday, 12th,
		Printed Matter and Sam- ples 10.00 A.M.
EUROPE &c., India via Tuticorin	-	Registration 10.00 A.M.
Postage 10 cents.)	a made and	(Registration, with late
(Letters posted in all the Pillar Boxes)	Australies	10.45 A.M.)
in time for the first clearance will be juiced in the cantesot mail.		Registration, Kowloon
THE UNION THE CALL STREET CO. LEGISLAND STREET, AND ADDRESS OF THE CALL STREET, AND ADDRESS OF		В.О 10,00 а.м.
		No late fee. Letters 11.00 A.M.
Singapore, Penang and Calcutta	Kumsang	Tuesday, 12th, 2.00 P.M.
Manila	Taming	Tuesday, 12th, 3.00 p.m.
Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seatt e	Tango Maru	Tuesday, 12th, 3.00 p.m.
Man la, Cebu, Boston and New York	Satsuma	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Colombo Nagasaki, Kobe and Yokobama	Kamakura Maru	Tuesday, 12th, 5.00 P.M. Wednesday, 13th 11 U A.M.
Taingtan, Chefoo and Newchwang	Yawate Maru Kweiyang	Thursday, 14th, 3.00 P.v.
Manila, Thursday Island, Cooktown, Cairns,		
Townsville, Brisbane, Sydney, Hobart, { Launceston, New Zealand, Melbourne, {	Kumano Maru	Friday, 15th, 11.00 A.M.
Adelaide, Perth & Fremantle		
Minila.	Yuensang	Friday, 15th, 3.00 P.M.
		Saturday, 16th, Printed Matter and Sam-
		ples 9.00. А.М.
HONOLULY and Say Engravers		Registration 9.00 a.
HONOLULU and SAN FRANCISCO	Asia	(Registration, with later fee of 10 cents, in to
time fixed for departure of the mail.	44.000	9,45 A.M.)
Extra Postage 10 cents)	.,	Registration, Kow on
		B.O 9.00 A.M. No late fee.
		Letters 10.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. & Seattle	Kumeric:	Saturday, 16th, 10.00 A.M.
Batavia, Cheribon, Samarang, Soerabaya and	Tjimahi	Saturday, 16th, 10.00 A.M
Macaesar		Saturday, 16th,
(Late Letters 11:00 A.M. to Noon Extra		Printed Matter and Sai-
Postage 10 cents)		Plos
time fixed for departure of the mail		Registration 10.00 A.vi (Registration, with la e
Extra Postage 10 conts.)	Oceana	fee of 10 cents, up to
Letters posted in all the Pillar Boxes		10.45 A.M.)
in time for the first clearance, will be included in this centract mail.		l'egistration, Kowken
The Parcel mail will be closed on Friday,		No late for.
the 15th inst., at 5 p.m.	- 11	Letters 11.00 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,

Victoria and Vuncouver B.C.

# CLUB"

TO BE HAD AT

# H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS,

Wednesday, 20th, 10.00 A,M,

· .i	أساف بالمسابق المستحدث المستحدث المستحدث	ار از	
	OPTIM		STEAMERS PASSED THE CANAL.
•	O-44	May 6th.	April 11th — Stentor, Peleus. 15th— Heinam, Braemar, Bulow, Ceylon Maru, Cardigarshire, Nijni Novgorod. 22nd— Andalusia, Benlomand, Deveation
<u>.</u> .	Quotations are:—_	<b>9000</b> man at 223	Maria Valeric, Atholl, Palermo, Indrani, Kasama, Ormidale. 25th-Brasilia, Auchen-
	Malwa New Malwa Old	<b>81</b> 000	1. Way Mantia, Name Hoberstone Man.
	Malwa Older Malwa V. Old	<b>\$</b> 1060	Patroclus, Wakasa Maru 29th-Bengloe, Louqsor, Oopack, Prinz Heinrich, Suruga.
	Persian fine quality  Persian extra fine	\$800 \$880	Carnarvonshire, Sado Moru Metaon Sth.
. 🐠	Patna New Patna Old	\$1195 per chest	Nippon, Bellerophon, Borneo, Palma, Kostroma, Valentia.
	Benarce New	\$1145	ARRIVAL AT HOME

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Documentary Bills 4 months' sight 1.94 Credits, at 4 months sight ...... 227 ON GERMANY.on demand ...... 181 On NEW YORK .-Bank Bills, on demand.........43) Credits, at 60 days sight...... 441 ON BOMBAY.-ON CALCUTTA .-Bank, on demand ...... 134 On Shanghai.-Bank, at sight

Private, 30 days' sight ...... 75% ON YOKOHAMA.—On demand...... 861 On Manila. On demand Pesos 87 ON SINGAPORE.—On demand...... 3( 4p c.pm. ON BATAVIA. - On demand ...... 1063 On Hairwong.-On demand ......81 p.c. pm. ON SAIGON.—On demand ...... She, c. pm. On BANGKOR .- On demand Sovereigns, Bank's Buying Rate . \$11.10 GOLD LEAF, 100 fine, per tael ..... \$57.80 

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Mr.W. F. Richardson. Per Hakata Mary, from London, &c., for Hongkong, Mrs E. Dougles, Mrs P. Smith, Miss Stores, Messre, S. Gausden, K. C. Martin, H. R. Hunt, H. Pond, J. T. D. Babell, Steadman, R. Child and F. Donald; for Kobe. Mr and Mrs Tashiro and baby, Messis S Ishimaru, S. Furnkawa, B. Shaji, S. Tasaka, K Asai and W. Hegg; for Yokohama, Mr and Mrs Kawakami, Rev. and Mrs B. H. Alford, Misses Alford and T. Koyama, Messrs, K. Okaks, A. Sugine, K. Yeshitomi, K. Hanawa K. R. Gopel, T. A. Davidson and Y. Takano.

Per Buctow, for Shanghai, Mr and Mrs. Connell, Mrs and Miss Diniz, Mrs Weinberg, Mrs F. W. Ambrose & child, Mrs Baggaridge, Mrs Smith, Mrs C. Rozello, Misses Peralta, Olson, P. M. Almeids and Abes, Messrs. Liki. Aug. Perovano, R. V. Carlo, A. Donald, A. Kolas & Redern; for Nagasaki, Mrs Tugusima, Messre, Abraham, K. Tommori, N. Tagawa and Ito; for Kobe, Mr. Brodersen, Mersre, R. B. Strickland an G. W. ber; for Yokohama, Mr and Mrs H. Goldscheider, Mr and Mrs Tüdell, Prof. Ph. Brockenheim, Col. R. A. Finlayson, Major von Gyarmal, Messrs, V. A. Neider, J. D. Miller, H. Peeckenback, Otto Kaiser and T. B. Leibson.

Per Yorck, for Bremen, &c., Mr and Mrs Ambrose, Mr and Mrs G. Baretcke, Mr and Mrs T. Bredeveeld and children, Mr and Mrs Ginner and children; Mr and Mrs Th. Hess, Mr and Mrs Kalisch, Mr and Mrs Longmire, Mr and Mrs Marty, Mr and Mrs Mirrow and child, Mr and Mrs Massey and children, Mr and Mrs Paul Nagel, Mr and Mrs Peine, Mr. and Mrs C. E. Peoples and child, Mr and Mrs E. W. Peoples and calld, Mr. and Mrs Rosen. kranz and family, Mr and Mrs H. S. Redferin, Mr and Mrs Schmidtborn, Mr and Mrs Segnitz, Mr and Mrs Tillny, Mr and Mrs van Valkenburg, Mr and Mrs Wolwekamp, Mr and Mrs John Wilkie, Mr and Mrs Zimmerling and children, Dr. and Mrs Picker, Mr and Miss Bell; Mrs Putmann Cramer von Baddien, Mrs Hume, Mrs A. T. Koster and daughter, Mrs Lamquet. Mrs Moir, Mrs Neukomm and servant, Mrs N. L. Parkins, Mrs Pemberton, Mrs Redpath and son, Mrs Russack, Mrs Randow, Mrs Augusto Temming, Mrs J. D. Williamson, Mrs. Waddel and child, Mrs Zilley, Misses P. Gruner, v. d Goltz, Dorothy Hume, Gladys Hume, So Tarbutt, Kitty Walker, Mand Welker, Victor Walker and Gladys Walker, Seine Excellenz Sir Robert Hart, Dr. Gleitsmann, Dr. Tb. Pleyte and family, Dr. Stephan Popovits, Prof. Dr. Preuss, Capt. H. Gilbüuser, Capt. R. N. Walker, Consul Pene, Consul H. Renjes, Messrs. Fr. Beckmann, Carl Bagdahn, E. W. Brunner, Rudolph Baehr, R. Blamey, F. D. Cochine and family, Ernesto. Ephraims, H. B. Frikke, C. Felberton, E. Felberton, Grinshaw, E. E. Hill, A. K. F. Hampshire, H. B. Hull, Johnston, Kauffeld, Komeroff, R. E. Lipper Law, Lehrenkrauss, F. Linau, E. Ligon, H. R. Meyer, Mahler, Miller, W. Pratt, Richard

Reusch, Richard, H. Spiegel & family, Sattler,

C. Scheepens, Sandercock, C. Taverner, Vogler,

William and party, Landmesser Wernicke,

Rage Westenbolz and family, Georges Walk,

S. E. Wright, John Weirich, T. Walker,

Winckelmann, Young, F. T. Young and A. M.

Zorab and party.

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JOINT ST	OOK 8	HARES.			
Hongkong, May 6th					
COMPANY.	Paid vi.	QUOTATIONS.			
Alhambra	Ps. 200	Nominal.			
Banks-		-			
Hongkong & S'hai	\$125 {	\$6921, buyers London £74.			
National B. of China	£.6	\$51, huyers			
Bell's Asbestos E. A	12s: od.	\$75, sellers			
China-Borneo Co	\$12	\$11, sellers			
China Light & P. Co	{ \$10 } \$1	\$6, buyers			
China Provident	\$10	\$8.90, buyers			
Cotton Mills———————————————————————————————————	\$10 Tls. 75 Tls. 100 Tls. 500 \$6	Tls. 58. \$104, buyers Tls. 65. Tls. 75. Tls. 260.			
Pocks and Wharves— H. & K. Wharf & G. H. & W. Dock New Amoy Dock Shanghai Dock Shai & H. Wharf	\$50 \$50 \$64 Tla 100	\$52½, sellers \$103, buyers \$9½, buyers Tls. 92, buyers Tls. 223.			
Fenwick & Co., Geo	\$25	\$13, sellers			
Green Island Cement.	\$10	\$10], (ellers			
Hongkong & C. Gas.	£iố	\$175.			
Hongkong Electric	\$10	\$154.			
Hongkong Hotel Co	\$50	\$96, sollers			
Hongkong Jee Co	\$25	\$225 sellers			
H.K. Milling Co., Ld.	.,	American Property Pro-			
in liquidation		Nominal.			
Hongkong Rope Co	\$10	\$33			
nsurances-					
China Fire	\$50	3240, sellers			

China Fire..... China Traders ..... \$66, buyers Hongkong Fire..... \$50 | \$31 | buyers North China ..... £5 Tls. 78, buyers \$100 | \$7971, sollers Yangtsze ..... \$60 \$142 Land and Building--Hongkong Landiny.

Humphrey's Estate \_\$10 - \$10, buyers Kowloon Land & B. **\$30 | \$26** Shanghai Land. Tls. 50 Tls. 114. WestPointBuilding. \$50 \$49, sellers. Mining-Charbonnages ..... Fes. 250 \$560, buyers : \$81. buyers

\$13. buyers Peak Tramways \$2, buyers Philippine Co. .... \$10 **\$8**, buyers China Sugar ..... Luzon Sugar Steamship Companies China and Manila ... F25 \$153. Douglas Steamship. \$50 \$40. H., Canton & M..... \$15 | \$29\; sellers Indo-China S.N. Co. Shell Transport Co. Star Ferry.....

Do., New ..... South China M. Post., \$25 | \$23, buyers Steam Laundry Co. ... \$5 | \$6, sellers Stores & Dispensaries Campbell, M. & Co. ំ \$15, sellers Powell & Co., Wm... Watkins ..... Watson & Co., A. S. \$10 | \$10. Weissmann, Ld.

United Ashestos ..... \$4 \$13, buyers Do. Founders ..... ] \$10 .-\$150, buyers Union Waterboat Co. \$10 | \$12 sellers

	: H1	GH. WATER.	1 2 W W		
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HONGKONG METEOROLOGICAL REGISTER.

	Previous Day	On Date at 10 a.iu.	on Date at 4 p.m.	
Barometer	29.88	29.09	29.92	
I'mperature	74	77	75	
Humidity	€ <b>0</b>	74	79	
Wind Direction	$\mathbf{E}$	E	E	
Force	1	1	2	
Weather	c .	C	O.	
Rain	- }		-	

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### VESSELS EXPROTED.

THE FRENCH MAIL. The M.M. str. Ernest Simons with the French Mail of the 12th ult. and Mails from London of the 11th filt. left Singspore on Monday, the 4th inst, at 4 p.m., and may be expected to arrive here on Monday m ming, the 11th inst, and will leave for Shanghai and Japan on the same

THE AMERICAN MAIL. The P.M. str. Mongolia will be due to arrive Galveston, cruiser, 3200 tons, Commander at this port, from San Francisco via Honolulu; Japan ports and Shanghai on the 12th inst. The new T.K.K. str. Tenyo Maru will sail from Yokohams for this port direct on the 16th, and is due to arrive here on the 21st inst.

MERCHANT STEAMBES. The H.A.L. str. Suevia left Shanghai on the 5th inst, a.m., and may be expected here tomorrow s.m.

The N.Y.K. str. Bombay Maru (European Line left Moji for this port on the 4th inst., and is expected here on the 9th inst. The P. & O. str. Ceylon left Singapore for

this port on the 2nd inst. at 4 p.m. The J.-C. J. Lijn str. Tjikini left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th in t. The N.Y.K. str. Wakamiya Maru (Bombay | Line) left Moji for this port on the 5th inst., and is expected here on the 10th inst. The H.A.L. str. Scandia left Singapore on Tuesday, the 5th inst, at 7 a.m., and may be expected here on Monday morning, 11th inst. The N.Y.K. str. Kamakura Maru (European

Line) left Kobe for this port via Moji and Shanghai on the 2nd inst., and is expected here on the 11th inst. The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port, via

Manila on the 30th ult., and is expected here on the 11th inst. The N.Y.K. str. Kumano Maru (Australian Line) left Kobe for this port via Moji Nagasaki on the 5th inst., and is expected here on the 12th inst."

MEN-OF-WAR ON THE CHINA AND JAPAN STATION

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,303 Linienschiffskapitaen Wilhelm Pacher Northern Waters

Allouette, river gunboat, Lieut, Millet, Cochin-Chine Argus, gunboat, 123 tons,—guns, 500 h.p., Mr. J. H. Bulmer Lieut. Jeannel. Canton Caronade, gunboat, Lieut. Kerchael, Saigon Décidée, gunboat 645 tons, 10 guns, 1,000 h.p.

Lieut. Comdr. L'Eost, Hongkon D'Entrecasteaux, French Cruiser, 8,000, Capt Tracon, Shanghai Esturgeon, submarine, Saigon Henri Riviere, gunboat, Lieut, Portier, Haiphong

Jacquin, river gunboat, Lieut, Le Coroll Annam-Tonkin, reserve Javeline, destroyer, 330 tons 7 guns, 300 h.p. Lieut. Sagos-Duvauroux, Saigon Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p. Comdr. Simon, Saigon

Lynx, submarine, Ligut. Armbruster, Saigon. Montcalm, cruiser (Flagship of Vice-Admiral Perrin, Commander in Chief), 9700 tons 12 guns, 19,690 h.p., Capt. Martel-Mousquet, destroyer, Lieut. Duchemin, Baie

Olry, gunboat, Lieut Grellier, Yangtse Peiho, ganboat, Lieut. Marchand, Tongka Perle, submarine, Saigon. Pistolet, destroyer, Lieut. de Reinach Werth, Baie d'Along

Protée, submarine, Lieut. Glorieux, Saigon Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignacc, Saigon Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6071 h.p., Rear Admiral Richard | Mr. J. L. Harrison

Sabre, destroyer, 330 tons, Lieut, Malliez, Styx armoured gunboat, 1796 tons, 10 guns, 1700 h.p. Dnc, nigon Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong Takiang, gunboat, Yangtsze.

Takou, destroyer, Com. Terquem. Saigon. Vauban, torpedo depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay. Vigilant, gunboat, 123-tons, 7 guns, 500 h.p., Lieut. Bruguen, Canton

Arcons, cruiser, 2719 tons, Captain von Hippei Furst Bismarck, (flagship), 11000 tons, 36 gans,, 14000 h.p., Kontre-Admiral Coerper, Shanghai

Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Jaguar, gunbeat, 900 tons, 10 guns, 1300 h.p. Mr. Mansell Captain Graf von Posadowsky-Wehner Capt. Meiklej hn Mr. C. L. Weber nzig, cruiser. Captain Engel Mr. & Mrs. wirow and Mr. G. Wegelin Leipzig, cruiser, Captain Engel Luche, gunboat 850 tons, 10 guns, 1344 h.p. Captain Bölken Niobe, oruiser, Captain Langemak

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p. Captain v. Koss Tsingtan, gunboat, 170 tons, 5 guns, 1300 h.p. Captain Ross Vaterland, gunboat,-tons, 3 guns, 500 h.p., Captain Toussaint Vorwaerts, gunboat, First Lieut. Ricchers

ITALIAN. Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong PORTUGUESE. Rio Lima, cruiser, 720, tons, 7 guns, Macao.

UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons, Callao, gunboat, 243 tons, Lt. Guy Whitlock, Mr. Cruickshank Sbanghai

Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander R. C. mith, Cavito

Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavito Colorado, armoured cruiser, 13,680 tons, Captain S. H. Stannton, Craising Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai

Dale, destroyer, 420 tons, Ens. G. V. Stewart Decatur, destroyer, 420 tons, Ens. C. W Nimits, Cavite Denver, cruiser, 3200 tons, Commander W. B.

Caperton, Shanghai B. W. Hodges, Cavite Helena gunboat, 1392 tons, Commander R. M. -. Hughos, changhai

Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising Mohican, (station ship), Lieut.-Commander M. Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo

Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill,

Yangtzo Rainbow, (Rear-Admiral Hemphill's flag ship), Comdr. E. E. Wright, Shanghai Villalobos, gunboat, 370 tons, Lt. A. Andrwes, Yangtze West Virginia, armoured cruiser, 13,680 tons,

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